



FREE WHEELING 5TH ADVANTAGE.

Shifting from Second to Top or vice versa, without using the clutch, and the relief of the accelerator foot while free wheeling, are important contributions to relaxed motoring.

HONG KONG & SHANGHAI HOTELS, LTD.  
(Incorporated in Hong Kong.)

# The China Mail

ESTABLISHED  
1846

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11½.

No. 27,802

HONG KONG, THURSDAY, MAY 21, 1931.

PRICE \$3.00 Per Month.



Local Branch, Pedder Bldg. Tel. 24554.

## DESERT AREAS TO BE OPENED UP.

### Development of Aerial Transport.

#### SINGLE CONTROL.

Rugby, Yesterday. Lord Trenchard, in the House of Lords this evening, asked a question on the unification of control and policy in Middle East. He referred to the area situated between Aden and the Persian Gulf, which was being dealt with by three Governments — the Governments of India, Bombay and at Home. With the development of aerial and other transport, this desert area was going to be progressively opened up and, in the interests of efficiency and economy should, he thought, be unified under one department in one place.

Lords Plumer, Lloyd, Lamington and Stonehaven supported his remarks.

Lord Passfield, replying for the Government, said that this subject was still engaging the attention of the Government. There was a great deal to be said for avoiding a multiplicity of control, but it was not possible in the present circumstances for one Government department to deal with the different countries in the area.

The difficulties arose mainly from the nature of the problems and not from the multiplicity of authorities. He suggested that there could be nothing better than the present co-ordination of three fighting services in Committee of the three Chiefs of staffs under the Committee of Imperial Defence. All questions of policy in the Middle East were dealt with, not by this or that Government Department, but by His Majesty's Government as a whole.

After Lord Trenchard had welcomed the statement that the Government did not intend to part with the control of these territories the debate ended.—British Wireless Service.

## AGAINST LEAGUE.

### STAGGERING BLOW TO U.S. PARTICIPATION.

#### BEAVERBROOK'S EXPOSURES.

Washington, May 19. British antagonism to the League of Nations, so powerfully expressed by Lord Beaverbrook dealt a staggering blow to-day to the campaign to put this country into the League Court.

Lord Beaverbrook's exposure of the League machinations confirmed the view of those senators who have been fighting for over a decade to keep this country out of European entanglements.

Throughout the long fight Senators Borah of Idaho, Johnson of California, Moses of New Hampshire and other Court foes have insisted that the League was a breeder of war instead of an aid to peace.—American Wireless.

## BANDITS ACTIVE.

### FIERCE ATTACK MADE IN NICARAGUA.

#### THREE HOURS' ENGAGEMENT.

Washington, May 19. Subsidence of insurgent activity on the East Coast of Nicaragua was followed to-day by a report to the Navy Department of a fierce attack by a well armed band on a town in the North Western section, the centre of many past disturbances.

Colonel Frank B. Garrett commanding the Second Marine Brigade at Managua, said one hundred bandits assaulted Palacaguala yesterday morning, all armed with machine guns, rifles and hand and rifle grenades. The insurgents withdrew after a three hours' engagement during which many houses were damaged by bombs and rifle fire.—American Wireless.

## SENATORS CRASH PLANE.

Sacramento, Calif., May 18. Governor Rolph's airplane, provided for in a \$75,000 Appropriation Bill, was but a wrecked hope to-day. The Senate crashed it last night by a disapproving vote of 22 to 16 after taking many carefully aimed shots, verbally, at it.—American Wireless.

## CHINA'S INJUSTICE TO BRITONS.

### A Pertinent Question in the Commons.

#### MINISTER TO ENQUIRE.

London, Yesterday. Asked by Mr. A. M. Samuel in the House of Commons to-day to request His Majesty's Minister in China to ascertain the reasons why certain British employees of the China Merchants' Steam Navigation Company were dismissed when the company was taken over by the Chinese National Government, Dr. Hugh Dalton emphasised that Sir Miles Lampson had taken a close interest in the affairs of the company since its reorganisation in 1928 and had made representations from time to time on behalf of certain of its British employees.

Dr. Dalton promised to request Sir Miles Lampson to enquire into the case of one ex-employee who had not yet received the salary due to him in lieu of notice, although the Chinese Judge had decided in his favour, and to take any action he properly could.—Reuter.

## GIGANTIC AIR SPECTACLES.

### Best in United States for 15 Years.

#### 672 PLANES PARTICIPATE.

Dayton, Ohio, May 18. Uncle Sam marshalled his army air strength to-day for the most gigantic aerial spectacle in fifteen years in the annual army air manoeuvres.

Sweeping out of the skies from "Zero" posts and ports where they spent the night more than 600 of the 672 aeroplanes which will participate in the demonstration, started, arriving this morning.

## FOR NORTH POLE.

### NAUTILUS TO START IN ONE WEEK.

#### New London, Connecticut, May 18.

In another week, it was estimated here, the Nautilus, the submarine in which Sir Hubert Wilkins plans to reach the North Pole, will be on its way to the Arctic regions.

The submarine was taking in 8,258 gallons of fuel oil at a wharf here to-day. The craft will probably be kept at its wharf here until Thursday of next week, when it will head for Provincetown, Massachusetts.—American Wireless.

## TRAIN LEAPS TRACKS.

### Old Woman Killed In House.

Cincinnati, Ohio, May 18. One woman was dead and five persons were suffering serious injuries to-day after a Big Four passenger train travelling 60 miles per hour, leaped the tracks and crashed into a house at Lockland, eleven miles from here.

The woman, Mrs. Rose Earhart, 76, was seated in the kitchen of her home with her husband, when the engine tore through the side of the dwelling and overturned, burying her beneath the wreckage.—American Wireless.

## CAPT. ROBERT DOLLAR.

San Rafael, Calif., May 18. Captain Robert Dollar is reported to be slightly weaker to-day, with a normal pulse and respiration. The veteran shipping magnate has been ill for ten days with a relapse of an organic ailment.

## ASSAULT ON CHINESE DETECTIVE.

### Soldiers Remanded in Military Custody.

#### VICTIM RECOVERS.

On the charge that they unlawfully and maliciously wounded, or inflicted grievous bodily harm on Detective P.C. Chau Kin in Pedder Street, on the night of May 3, Private P. J. Brian and Private H. James, both of the South Wales Borderers, made their third formal appearance before Mr. E. H. Williams, in the Second Police Court this morning.

Detective Inspector K. W. Andrew informed his Worship that he had consulted with the doctor, who stated that the detective was definitely out of danger, and would be discharged from hospital in about seven or ten days' time. However, the patient was unable at present to state exactly what happened immediately before or after the alleged attack, added the Inspector. His Worship accordingly remanded defendants for a week in military custody.

## ARGUMENT OVER THE FATE OF EXTRALITY.

### Minister Refuses to Give Information.

#### STILL CONFIDENTIAL.

London, Yesterday. Replying to Mr. J. S. Wardlaw Milne in the House of Commons to-day as to whether the resumed negotiations in Nanking in regard to extraterritoriality were based on the same instructions from His Majesty's Government as the previous negotiations, Dr. Hugh Dalton declined to answer. He said that the instructions given by His Majesty's Government to the negotiators must remain confidential while the negotiations were progressing.

Mr. Wardlaw Milne: "Is it not desirable for the House to know the basis of these negotiations?"

Dr. Dalton replied: "Not at present."—Reuter.

## ROUND TABLE TALK.

### Plenary Session to Open in September.

#### TO BE HELD IN LONDON.

Simla, Yesterday. The next meeting of the Federal Structure Committee will be held in London on June 29. The plenary session of the Round Table Conference will start in London during the first week in September.—Reuter.

## FORGED STAMPS?

### FOUND IN POSSESSION OF CHINESE.

#### BAIL OF \$20,000.

To Luk was this morning charged at the Kowloon Magistracy, before Mr. E. W. Hamilton with uttering ten \$10 stamps purporting to be Hong Kong Government revenue stamps, at Yau-mat on May 18.

He is also jointly charged, with a man named Fung Chau-pun, with having unlawful possession of 240 stamps, purporting to be Hong Kong Government revenue stamps, at the Kum Toi Hotel, Nathan Road, on May 19.

Bail of \$20,000 was allowed.

## WOMAN FLIER.

### PLANS FOR SOLO TRIP TO EUROPE.

New York, May 18. Ruth Nichols, the noted aviatrix, to-day revealed her plans for proposed solo trip to Europe. Miss Nichols will hop off before the end of the month for Harbour Grace, Newfoundland, she said, there to await favourable weather for her flight to either Paris or London, depending on climatic conditions.—American Wireless.

## MURDER OF BRITON

### TERRIBLE AFFAIR IN KOWLOON.

#### N.A.A.F.I. HEAD

## BODY FOUND IN POOL OF BLOOD.

A terrible stabbing affair took place at No. 2, Luna Buildings, Kimberley Road, Kowloon, some time between the hours of 2 a.m. and 10 a.m. to-day, the victim of the outrage being Mr. Douglas G. Carstairs, Area Manager of the Navy, Army and Air Force Institute, and at the time of his death in charge of the whole concern in Hong Kong.

Mr. Carstairs was last seen alive at 2 a.m. He was entertaining three other Europeans, also connected with the N.A.A.F.I., who had been with him since 8 p.m. yesterday. When they left, Mr. Carstairs was in the best of spirits.

This morning the "boy" and the ayah could not get into the flat through the back door, and failed to get any response after knocking loudly. Much alarmed they went to the house next door, and aroused the occupants who went into Mr. Carstairs's flat through the front door. Proceeding to the bedroom they found his body lying on the bed in a pool of blood.

Mr. Carstairs had been stabbed in the abdomen, and a knife, with which the dastardly deed had been done, lay beside him. The body, dressed only in a singlet, lay doubled up on its side. There were no signs of a struggle, and the room was not disarranged in any way. The knife was a double-edged one of Chinese pattern.

The Police were speedily summoned to the scene, and investigations are being made. No motive for the crime can yet be found, and any robbery theory has been shattered by the fact that nothing has been touched. Mr. Carstairs was of Scottish nationality.

## FAIR TO SHOWERY.

To-day's weather report from the Royal Observatory states: The anti-cyclone is passing on the East of Japan. Depressions are central near Shanghai and over Tongking. Forecast: Slight, variable winds; fair to showery.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day—0.08 inch. Total since January 1—20.49 inches against an average of 18.65 inches—excess 1.84 inch.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—  
Hong Kong ..... 78  
Macao ..... 79  
Pratas Island ..... 83  
Foochow ..... 65  
Manila ..... 81  
Amoy ..... 72  
Chefoo ..... 53  
Shanghai ..... 65

## NO "MATES" IN NAVY.

### Candidates For Promotion To Be "Acting Lieutenant."

Rugby, Yesterday. Replying in the House of Commons to a question to-day, the First Lord of the Admiralty, Mr. A. V. Alexander, said that the new scheme of promotion had been approved by the Board of the Admiralty as the result of the report of the Committee set up to inquire into the working of the "Mate scheme."

It was proposed to drop the title of Mate and promote the selected candidates from the lower deck to the rank of Acting Sub-Lieutenant and Acting Lieutenant.—British Wireless Service.

## HOME CRUISERS FOR S. AMERICA.

### Two Warships to Join the Main Division.

#### COMMODORE APPOINTED.

Rugby, Yesterday. The Admiralty announce that it has been decided that two of the cruisers of the American and West Indies Squadron shall form a South American Division to be under the Command of the Second Class. These vessels will cruise in South American waters and will join the main division of the squadron annually for exercises.

It is intended that the new arrangement shall take effect when H.M.S. Durban arrives in the station to relieve H.M.S. Despatch probably in September next, and that the Commodore of the Second Class shall fly his broad pennant in the Durban.

Captain Laineval has been selected for the post. — British Wireless Service.

## TRUTH ABOUT MUI TSAI SYSTEM.

### Hours of Work in Domestic Service.

#### WAGES AND CONDITIONS.

London, Yesterday. Further questions in regard to the Mui Tsai system in Hong Kong were asked in the House of Commons to-day.

Replying, Dr. Drummond Shiels stated the minimum wages and conditions of employment of mui tsai, remarking with regard to the latter that mui tsai were normally employed in domestic duties and there was no statutory limitation of hours of work in domestic service.

Dr. Shiels promised to ask the Governor whether reports on the treatment of mui tsai could be obtained from Inspectors employed by charitable Societies.—Reuter.

## WORLD CREDIT BANK.

### Approved by European Union Commission.

#### MR. HENDERSON DEMURS.

Geneva, Yesterday. The Commission of the European Union has approved of the creation of an International Agricultural Credit Bank to assist farmers of central and south-eastern Europe, but Mr. Henderson demurred, wishing to confer with the British Government.—Reuter.

## WHEAT QUOTA.

### POSSIBLE AGREEMENT WITH RUSSIA.

#### FIXED QUANTITY?

London, Yesterday. The Soviet delegation at the London conference, wherein eleven wheat exporting countries are sitting privately, agreed in principle to a scheme for the establishment of an international wheat quota, says the News Chronicle.

This means that Russia would only export to Britain a fixed quantity of wheat, as governed by the international agreement.—Reuter.

## DISARMAMENT.

### CONFERENCE TO BE HELD IN GENEVA.

Geneva, Yesterday. The League Council to-day decided that the Disarmament Conference to be held next year shall meet at Geneva. — British Wireless Service.

## RESCUED FROM COWCATCHER.

Clarkburg, W. Virginia, May 18. Hanging by his clothes to the "Cowcatcher" of a locomotive, as it reared over a high trestle, Elias McWhorter was rescued by train men to-day, after a passenger train had crashed into his farm wagon, and killed his two horses.—American Wireless.

## BRITISH GOVERNOR GIVES UP POST.

### Permission to Retire for Private Reasons.

#### SIR JOHN DU CANE.

Rugby, Yesterday. The Colonial Office announces that General Sir John Du Cane has applied for permission to relinquish for private reasons his appointment as Governor and Commander-in-Chief of Malta as from June 13 next, and the King has been pleased to accede to his request. Permission has also been accorded him to retire from the Army as from the same date.

Sir John has been Governor and Commander-in-Chief of Malta since 1927, prior to which date he had been for three years in Commanding the British Army of the Rhine. During the latter part of the War he commanded the 15th Corps on the Western Front and was afterward British representative with Marshal Foch.—British Wireless Service.

## PROBLEM OF OUR OIL SUPPLY.

### Production from Coal Urged by Scientist.

#### RESEARCH NEEDED.

Rugby, Yesterday. In a maiden speech in the House of Lords to-night, Lord Rutherford, the famous scientist, recounted the experiments being conducted here for the production by various processes of the oil from coal. He emphasised the desirability of Britain possessing an independent oil supply and this could alone be procured through coal.

Natural oil at present was being sold at such a low price that its production from coal could not be effected at the equivalent cost, but in future prices might rise and the situation change. Experiments, however, shown that it was scientifically possible to provide the bulk of the British oil supply from available coal. He strongly urged the value of continuing research on the subject. — British Wireless Service.

## HOME RADIO.

### REPORT OF THE BROADCASTING CORPORATION.

London, Yesterday. The annual report of the British Broadcasting Corporation shows that the number of licences issued up to December 31, 1930, was 3,411,900, being an increase of 465,000 on the preceding years. These figures include those licences issued free to the blind which now exceed 15,000.

The gross receipts from licences amounted to approximately £1,696,000, of which the Corporation received £1,043,000, the balance of £653,000 being shared between the Post Office and the Treasury.—British Wireless Service.

## DIAMOND TRADE.

### RESTRICTION ON PRODUCTION TO END.

Amsterdam, Yesterday. The committee of the Amsterdam Diamond Exchange has adopted a proposal by the international committee for the diamond trade and industry to put an end on May 24 to the restriction on production in the diamond industry, owing to the refusal of South African producers to join the restriction scheme.—Reuter.

## G. MACMANUS.

### Made Aide-De-Camp To Governor Of Kentucky.

Louisville, Kentucky, May 19. George MacManus, cartoonist and creator of "Jiggs and Maggie" was made an Aide-De-Camp of the Governor of Kentucky to-day and given the rank and authority of a Kentucky Colonel. He was formally commissioned by Governor Flea D. Sampson in a ceremony in front of the Club house of Churchill Downs just before the running of the Kentucky Derby.—American Wireless.

## DOCTOR'S "BOY" FINED.

### Illegal Possession of 1,440 Tael of Opium.

#### CONCEALED IN BUNK.

Au Kai was charged in the Central Police Court this morning before Mr. Walter Schofield with the unlawful possession of 1,440 tael of raw opium without a permit. Defendant pleaded "guilty."

Outlining the case, Sub-Inspector Carey said that the defendant was employed as a "boy" to the doctor on board the s.s. Deli Maru, which was berthed at the O.S.K. Wharf.

The Police boarded the vessel and in the doctor's cabin found two baskets, which contained the drug, under a bunk. The bunk was so constructed that it left a space of four feet by three feet, and the two baskets were placed there. The Deli Maru, he said, was bound for Amoy, having arrived from Canton last night.

Mr. Schofield remarked that it was a very big quantity of opium. The Magistrate (to defendant): How long have you been employed on this ship? Since first or second moon last year.

What did you intend to do with this opium?—A friend in Canton handed me the parcel to take to Amoy. He told me that the parcel contained torches.

Replying to his Worship, Sub-Inspector Carey said that both baskets were sewn across the top with string, and were "very heavy."

Remarking that the value of the haul was \$5,760, the Magistrate imposed a fine of \$50,000, with the alternative of one year's hard labour.

## STRIKE RIOTS.

### ROUGH TIME FOR THE POLICE.

#### STONED BY MOB.

Stockholm, Yesterday. Mounted and foot police have had a very rough time, owing to the lawless behaviour of rioters, organised Communists and other Soviet sympathisers, in connection with the strikes all over the country during the past few days.

The police were obliged to charge the rioters, who vigorously resisted when an attempt was made to capture from them banners offensive to the Government. Many people on both sides were injured and had to be sent to hospital.

The police made a sabre charge when they were stoned by the mob and otherwise pelted from the Labour Exchange.

Order was restored after midnight.—Reuter.

## PRINCE SWINDLED?

### ANOTHER STORY FROM UNITED STATES.

Philadelphia, May 19. The Department of Justice agents said they had arrested Harry Green alias Callow sought on charges of swindling British subjects, including the Prince of Wales, of six million dollars, early to-day.

He had been sought in Chicago, Los Angeles, Miami and other United States cities after Goddard Haggard, British Consul in Chicago, had asked Federal aid.—American Wireless.

## U.S. AIR PROGRAMME.

Washington, May 18. The War-Department to-day denied the reports that the army is abandoning its lighter-than-air aircraft programme as a result of the recent economy programme.—American Wireless.

## STOP PRESS

Brussels, To-day. The International Commission on the diamond industry has decided to abolish from May 24 the limitation on production enforced since January 4, owing to South Africa not coming into line, by reducing working hours 60 per cent, which has been applied to European centres.—Reuter.



## BANKS

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital ..... \$50,000,000  
 Issued and Fully Paid-up ..... \$30,000,000  
 Reserves ..... \$10,000,000  
 Sterling ..... \$5,000,000  
 Reserve Liability of Proprietors ..... \$30,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—

Hon. Mr. J. J. Patterson, Chairman.

Hon. Mr. J. J. Patterson, Deputy Chairman.

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## THE CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital ..... £2,000,000

Reserve Fund ..... £2,000,000

Reserve Liability of Proprietors ..... £2,000,000

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

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## THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE: SINGAPORE.

Hong Kong Branch: 13, Queen's Rd. C.

Authorized Capital Straits \$20,000,000

Issued Capital ..... 5,000,000

Paid-up Capital ..... 4,000,000

Reserve ..... 2,528,000

Surplus ..... 2,528,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOON, Manager.

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## THORNYCROFT, LTD.

## Questions Asked by Shareholders.

## LIVELY DISCUSSION.

Many questions were asked by shareholders at the annual meeting of Thornycroft (Singapore), Ltd., which was held on May 8. Mr. Merton B. Brown presided.

Moving the adoption of the report and accounts, the chairman said:—"We regret to have to report a net loss for the year of \$27,638.74. After deducting this amount from the last account it leaves us with a credit balance in the profit and loss account of \$15,211.67, which we propose to carry forward to next year's accounts."

"As we are all aware, the year under review has been one of considerable difficulties, and has been felt on the marine side by a considerable drop in the sales of new launches. I made mention last year of a slipway at Tanjong Rhu. You will see from the accounts we have purchased a small strip of leasehold land at Tanjong Rhu, and the slipway is now completed, and I am pleased to say the amount of repair work we are getting is most gratifying."

"We have sold a fair number of vehicles during the year, but in view of the heavy competition we have been compelled to reduce our prices. It is gradually being realised that it pays in the long run to purchase a really high class vehicle such as we offer, and at the prices now ruling the vehicles are exceptionally good value and we anticipate an increase in our sales. Our car and lorry repairs department is making good progress."

"On turning to the balance sheet there are extra items of leasehold land, wharves and slipways to which I have already referred. Plant and equipment has slightly increased owing to new plant we purchased during the year for our repair business and ample depreciation has been provided. Sundry debtors have decreased, and an ample reserve made for bad and doubtful debts."

The Chairman then moved the adoption of the report and accounts.

Capt. McAlister's Questions.

Capt. McAlister asked for an explanation of the increase in the item on the balance sheet "works vehicles, etc., at cost, less depreciation." This, he said, last year was shown at \$6,373, while the present balance sheet showed it at \$34,237. He would like to know what the figure represented, and if that heavy expenditure was justified.

The Chairman replied that they secured the F.M.S. Railways' contract, and therefore, the figure included their own vehicles.

Capt. McAlister pointed out that the figure showed an increase of \$27,864 over the previous year. Did that represent the vehicles in stock? The Chairman said it included the vehicles operating on the F.M.S. Railways' contract.

The secretary said the vehicles on that contract stood at \$29,823.

The Chairman pointed out that the F.M.S. Railways called for tenders for ten vehicles to be provided, and to be paid for at so much a mile. The company secured the contract, and it was bringing in a good profit. It had turned out very well although it was a bit of a gamble at first.

Capt. McAlister asked to be supplied with figures showing the loss month by month. He took it that last year, things were fairly normal. He had been told they were losing about \$5,000 a month.

The Chairman agreed that some months they did lose as much as that, but it all depended on the invoices. If they sold one or two boats in one month they got a profit on that month for \$2,000 or \$3,000. However, the next month if there were no boats going out, then they showed a loss of probably \$5,000 or \$7,000.

Capt. McAlister pointed out it was a serious matter if their losses were increasing. It showed a vast difference from the previous year when they showed a profit, and paid a dividend.

The Chairman commented that things were very much worse now than last year.

Directors' Fees.

Capt. McAlister pointed out the item "Directors' and auditors' fees, \$5,400" was very high. He said the Straits Trading Co., Ltd., showed that item as only \$5,500, which was only \$5,000 more, and the Straits Trading Co. was a much bigger company than theirs. Paying paid only \$1,500, and that was quite a big concern.

## Commerce and Finance.

The secretary pointed out that the remuneration was to be reduced to \$2,000. They had been in touch with the auditors.

The Chairman said that the directors were going to forgo part of their fees but it was not shown in the accounts owing to the fees being payable by the articles of association.

Capt. McAlister asked how many directors' meetings had been held during the year.

The Chairman replied that under the articles of association the directors met once a month.

After further discussion the Chairman said they were now having almost more work than they could take at the shipyard.

Capt. McAlister: That is very hopeful. We should soon start to show a profit.

The Chairman said they were certainly doing well at the shipyard. Things were very satisfactory.

They had got orders for new launches, and already got estimates for five new launches.

After further discussion, Mr. Dyne seconded the accounts, which were carried.

Mr. H. R. L. Dyne was re-elected a director, and Evans and Co. were re-appointed auditors.

Capt. McAlister said he considered the matter of auditors' remuneration should be considered further by the directors.

The Secretary informed the meeting that the auditors' remuneration had already been dropped from \$2,400 to \$2,000.

Capt. McAlister said he considered even that figure was too much.

The Secretary pointed out they carried a very big stock of small spare parts which entailed a considerable amount of work.

Writing Down on Stock.

In answer to Capt. McAlister, the Chairman said the loss of \$27,638 included a considerable sum for the writing down of stock which, if they were able to sell next year, would be profit.

Capt. McAlister asked if the Chairman expected values for spare parts to come back.

The Chairman: Values of spares are nearly always the same at home. They do not go down very much.

Capt. Barnes asked if the repair work paid overhead expenses when times were normal.

The Chairman said the overheads were too high for that. He thought they were in a very favourable position, and things seemed to be improving for them every minute.

Sales of lorries, and also of boats, were increasing. Repairs at the shipyard and spares were also increasing considerably.

Capt. McAlister: When was this increase apparent?

The Chairman: Since January this year. We have got two slipways going, and they are full up.

Capt. McAlister: This seems to be the only business in the Colony that is improving.

The Chairman: Yes, I am surprised.

Capt. McAlister: It is good to hear that someone is taking an optimistic point of view.

Mr. Santry pointed out that they had an item of \$34,000 on the balance sheet which was a good profit earner for the coming year.

The Chairman said things had improved in February, March and April, and things were certainly looking up at the moment.

The work of the shipyard, especially the repair work, was making a good profit. They had certainly had a very bad time. The shipyard was a great success at the moment.

Mr. Santry said the directors had decided to reduce their fees in spite of the fact that they were fixed by the articles of association. It was just a question of book-keeping.

The fees would have to be paid out, but part would be returned.

The meeting then closed.—Straits Times.

## BRITISH GAS LIGHT.

The British Gas Light Company has applied to the Board of Trade for a special order vesting in it the gas section of the business of the Flint Gas and Water Company. The intention is to attach the new acquisition to the Holywell, Greenfield and Bagillt undertakings, which it administers and which the British Gas Light already controls.

The Flint company was formed in 1852 and is a dividend-paying concern. Its gas business is up to date and progressive, and should work in advantageously with the Holywell system. Sales have approximated to 24,000,000 cubic feet. This is the first absorption announced by the British Gas Light this year. In 1930 it took over five undertakings.

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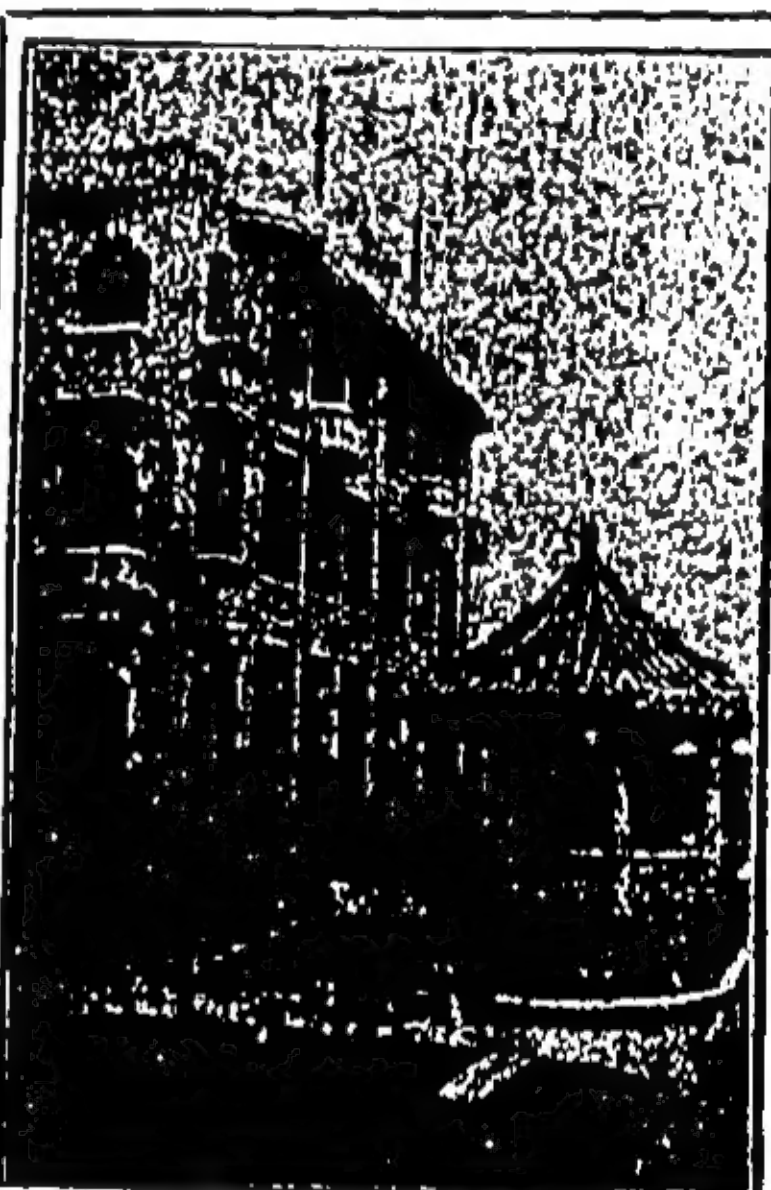
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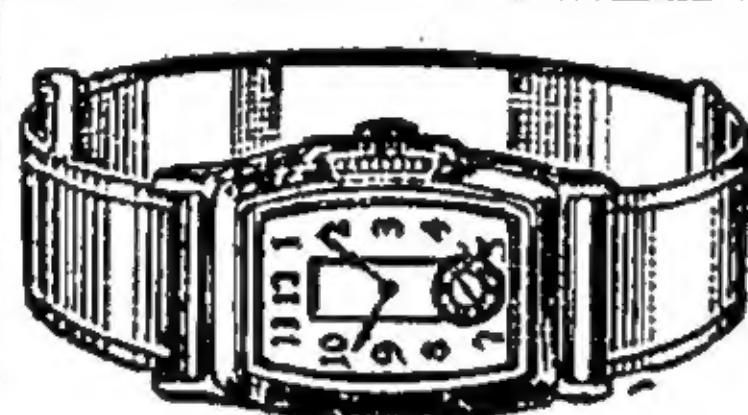
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## COMPANY MEETINGS

**UNION INSURANCE SOCIETY  
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NOTICE IS HEREBY GIVEN  
that the FIFTY-EIGHTH  
ORDINARY YEARLY MEETING  
of the Society will be held at the  
HEAD OFFICE, Union Building,  
Hong Kong, on FRIDAY, 29th  
MAY, 1931, at 11 o'clock a.m., for  
the purpose of receiving the Re-  
port of the Directors and the  
Statements of Account to 31st De-  
cember, 1930, and of declaring  
Dividends, etc.The TRANSFER BOOKS of the  
Society will be CLOSED from  
11th MAY to 29th MAY, Both  
Days inclusive.By Order of the Board,  
**PAUL LAUDER,**  
General Manager.  
Hong Kong, 2nd May, 1931.**THE CHINA FIRE INSURANCE  
COMPANY, LTD.**  
(Incorporated in Hong Kong).

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN  
that the SIXTY-SECOND  
ORDINARY YEARLY MEETING  
of the Company will be held at its  
HEAD OFFICE, Union Building,  
Hong Kong, on FRIDAY, 29th  
MAY, 1931, at 11.15 a.m., for  
the purpose of receiving the Re-  
port of the Directors and the  
Statements of Account to 31st De-  
cember, 1930, and of declaring  
Dividends, etc.The TRANSFER BOOKS of the  
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MAY, 1931, at 11.20 a.m., for  
the purpose of receiving the Re-  
port of the Directors and the  
Statements of Account to 31st De-  
cember, 1930, and of declaring  
Dividends, etc.The TRANSFER BOOKS of the  
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Days inclusive.By Order of the Board,  
**PAUL LAUDER,**  
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## GENERAL NOTICES

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CONCERN.**M. R. E. J. COLLINS** is no long-  
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**THE HONG KONG JOCKEY  
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Australian Ponies.THE LIST of Subscribers to the  
above will CLOSE at Noon on  
SATURDAY, 30th May, 1931.By Order of the Stewards,  
**C. B. BROWN,**  
Secretary.  
Hong Kong, 14th May, 1931.**THE HONG KONG JOCKEY  
CLUB.**

## NOTICE.

THE HALF YEARLY GENERAL  
MEETING of VOTING MEM-  
BERS will be held at the Club  
House, Happy Valley, on WED-  
NESDAY, 27th May, 1931, at 5.15  
p.m.All members are cordially in-  
vited to attend and participate in  
any discussion which may ensue.  
AND NOTICE is hereby given  
that an Extraordinary General  
Meeting of the Voting Members of  
the Hong Kong Jockey Club will  
be held at the Club House on the  
27th day of May, 1931, immedi-  
ately after the half-yearly meeting  
of the Voting Members when the  
subjoined resolution will be pro-  
posed:—That Article 6 of the Articles  
of Association of the Club be  
altered by deleting therefrom  
the words "Ordinary Members"  
and substituting therefor the  
words "The number of Ordinary  
Members shall be one  
thousand and two hundred or such  
greater number as the Voting  
Members shall from time to  
time determine."AND NOTICE IS ALSO HERE-  
BY GIVEN that a Further Extra-  
ordinary General Meeting of the  
Voting Members of the Club will  
be held at the same place on WED-  
NESDAY, the Seventeenth Day of  
June, 1931, at a quarter past five  
o'clock in the afternoon for the  
purpose of receiving a Report of  
the proceedings at the above men-  
tioned meeting and of confirming  
the above mentioned Resolu-  
tion.By Order of the Stewards,  
**C. B. BROWN,**  
Secretary.  
Hong Kong, 14th May, 1931.

## THE HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE  
MEETING will be held (wea-  
ther permitting) at Happy Valley  
on SATURDAY, 23rd and MON-  
DAY, 25th May, 1931, commencing  
at 2.30 p.m. on both days.The first bell will be rung at  
2 p.m.

## MEMBERS' ENCLOSURE.

Members are notified that they  
and their Ladies must wear their  
badges prominently displayed.  
No one without a badge will be  
admitted to the Members' Enclo-  
sure. Badges admitting non-  
members to the Members' Enclo-  
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per day for Gentlemen and  
\$3 per day for Ladies (both  
including tax) are obtainable  
through the Secretary upon intro-  
duction by a member, such member  
to be responsible for payment of  
all bills, etc.Badges admitting to Members'  
Enclosure will not be on sale at  
the Race Course.Members can obtain upon ap-  
plication to the Secretary badges  
(limited to ONE) for the free ad-  
mission to the Members' Enclosure  
of wives, lady relatives and  
friends. Names must be stated  
when applying.On no pretext will children be  
permitted in either Enclosure dur-  
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## PUBLIC ENCLOSURE.

The Price of admission to the  
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Gate.Soldiers and Sailors in uniform  
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will not be permitted to operate  
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 27th May.
ASAMA MARU	Saturday, 9th June.
TAIYO MARU	Saturday, 9th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 2nd June.
HIYE MARU	Tuesday, 30th June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 30th May.
HARUNA MARU	Saturday, 13th June.
KATORI MARU	Saturday, 13th June.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 23rd May.
KITANO MARU	Saturday, 27th June.
ATSUTA MARU	Saturday, 27th June.
MANILA.	Monday, 1st June.
TAIYO MARU	Monday, 1st June.
BOMBAY via Singapore, Penang, & Colombo.	Wednesday, 27th May.
† TOKIWA MARU	Wednesday, 27th May.
KAGA MARU	Thursday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Saturday, 23rd May.
RAKUYO MARU	Saturday, 23rd May.
NEW YORK, BOSTON via Panama.	Monday, 25th May.
† KUMA MARU	Monday, 25th May.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Thursday, 11th June.
† DAKAR MARU	Thursday, 11th June.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 29th May.
† BENGAL MARU	Friday, 29th May.
SHANGHAI, KOBE & YOKOHAMA.	Sunday, 24th May.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues., 26th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Sun., 24th May
BOMBAY via Singapore, Belawan Deli & Colombo.	Sumatra Maru	Wed., 3rd June
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Chicago Maru	Fri., 5th June
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 5th June
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Tacoma Maru	Mon., 1st June
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arizona Maru (From Kobe)	Sat., 23rd May
NEW YORK via Japan ports, Los Angeles & Panama.	Kinai Maru	Mon., 1st June
Call Direct at Boston, Philadelphia & Baltimore.	Altai Maru	Thurs., 21st May
JAPAN PORTS (Freight Service).	Burma Maru	Sun., 24th May
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Menado Maru (under docking)	Thurs., 11th June
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun., 24th May
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 4th June

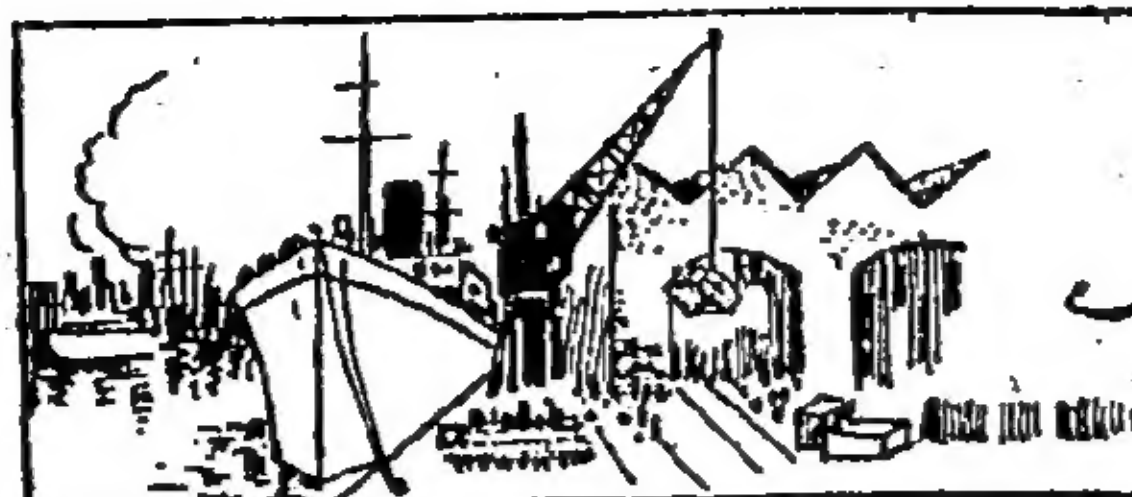
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## Shipping Intelligence.

### NATURALISTS WITH THE FLEET.

#### Research Work During West Indian Cruise.

During the recent visit of the Atlantic Fleet to the West Indies naturalists from the British Museum (Natural History), South Kensington, were for the first time carried in one of his Majesty's ships during the ordinary Spring cruise of a portion of the Navy.

The suggestion that this should be done was first made last year by the Director of the Natural History Museum, with the dual object of obtaining marine specimens for the purpose of classification and research and of interesting officers of the Fleet in the opportunities afforded to amateur naturalists in the Navy. Captain A. K. Totton, an assistant keeper at the Museum at South Kensington, who has specialised in the study of corals, jelly-fish, and zoophytes, was accordingly invited by the Admiralty to sail as a guest in H.M.S. Rodney, accompanied by Mr. S. Stammwitz, a preparator of the Museum skilled in making casts.

The Rodney left Home at the beginning of the second week of January, and the cruise, which included visits to Trinidad, Tobago, St. Vincent, and Antigua, was continued with Fleet exercises at Gibraltar, where the naturalists obtained opportunities of acquiring further specimens. The officers of the Museum were away three months altogether, and have now returned with a very large number of specimens of marine animals of all kinds, as well as botanical specimens collected through the co-operation of botanists in the Navy. Many tropical fish, big and small, were collected and preserved in spirits, while Mr. Stammwitz took casts and a number of colour notes from live examples seen during the voyage, which will be of considerable value when completing the casts for exhibition in the galleries.

Captain Totton noted and captured numerous oceanic jellyfish of particular interest. Mollusca, and portions of coral reef were among the classes of life of which he was able to obtain good specimens. The colour-sketches made by Mr. Stammwitz were reinforced by a number of photographs. The full range of discoveries made is not likely to be available to science for some months, since there are many tanks and cases which need unpacking for study, but it is already certain that the Natural History Museum has gained greatly through the courtesy of the Admiralty. Much interest was shown in the work of the expedition by officers of the Rodney and other units in the Atlantic Fleet, and it is hoped that there may be further co-operation between the Museum and the Navy.

#### FROM CHINA COAST.

##### Letter to Imperial Merchant Service Guild.

An officer member who is in active service on the China Coast gives—in a letter addressed to one of the agents of the Imperial Merchant Service Guild—the following interesting items of news as regards the shipping position in the Far East:—

"Things have quietened down a lot out here now, and we have had no firing on ships for some months, and it looks as if the civil war has ended for good. Trade has brightened up a bit more, but the low price of silver has had a very bad effect on things in general in China. Still, we are all hoping for a recovery in the near future, and all the merchants seem optimistic about better times ahead."

Appended as a note to the above, the Journal of Commerce writes: The correspondent is of an optimistic frame of mind, and it is sincerely to be hoped that the views expressed as regards an improvement in the shipping position on the China Coast will be justified.

According to German Lloyd statistics, 32 ships aggregating 38,478 gross tons were completely lost in January. Of this number 18 were steamers, 8 motorships, 8 auxiliary sailing ships, and 8 sailing ships. No German vessels were included in these losses. In January, 1,144 steamers, 141 motorships, 41 auxiliary sailing ships, and 60 sailing vessels were damaged at sea.

### ARRIVALS OF SHIPS.

Wednesday, May 20.	
Alipore, British str., 3,241 tons, Captain E. P. Lyndon, from Shanghai, buoy No. A14.—M. M. & Co.	
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.	
Cepolis, British str., 3,365 tons, Captain R. S. Grigg, from Tarakan, A.P.C. Wharf.—A.P.C.	
Empress of Japan, American str., 15,725 tons, Capt. S. Robinson, from Manila, Kowloon Wharf.—C.P.S.	
Hai Ning, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf.—Douglas S.S. Co.	
Helikon, British str., 1,219 tons, Capt. W. Anderson, from Saigon, buoy No. B19.—Wo Fat Sing.	
Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.	
Kiangsu, British str., 1,565 tons, Captain E. D. Penhale, from Bangkok, buoy No. A10.—B. & S.	
King Yuan, British str., 1,546 tons, Capt. J. Taylor, from Canton, buoy No. B9.—B. & S.	
Litopa, Norwegian str., 3,171 tons, Capt. J. Froyland, from Singapore, North Point.—A.P.C.	

### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—  
Bruce—In dock.  
Hermes—No. 1 buoy.  
Odin—In dock.  
Otus—In dock.  
Proteus—North arm.  
Sandwich—No. 7 buoy.  
Seamew—South wall.  
Sirdar—West wall.  
Somme—No. 13 buoy.  
Sterling—North arm.  
Tamar—Basin.  
Tarantula—North wall.  
Thracian—West wall.  
Foreign Men-of-War.  
Argus—French gunboat.  
Beaver—American gunboat; and submarines.  
Mindanao—American gunboat.

Sungshan Maru, Japanese str., 1,603 tons, Capt. T. Honjo, from Swatow, buoy No. B21.—N.Y.K.	
Sunning, British str., 1,570 tons, Capt. G. Evans, from Swatow, buoy No. B20.—B. & S.	
Tai Poo Sek, French str., 1,219 tons, Capt. M. Paul, from K. C. Wan, C.M.S.N. Wharf.—Wo Hop & Co.	
Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy No. B3.—B. & S.	
Van Heutz, Dutch str., 2,749 tons, Captain H. J. G. Blits, from Swatow, buoy No. A16.—J.C.J.L.	

### POST OFFICE NOTICE.

#### INWARD MAILS.

THURSDAY, MAY 21.	
Shanghai and Amoy	Newchwang
Europe via Suez (Letters and Papers, London, April 23 and Parcels, April 16)	Ranpura
Java and Manila	Tjisondari
FRIDAY, MAY 22.	
U.S.A., Canada, Japan & Shanghai (Seattle, May 2)	President Taft
Japan, Shanghai and Europe via Siberia (London, May 4)	Comorin
Japan	Kitano Maru
SATURDAY, MAY 23.	
U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 30)	Asama Maru
SUNDAY, MAY 24.	
Shanghai and Swatow	Sinkiang
U.S.A., Canada, Japan & Shanghai (Seattle, April 29)	Hiye Maru
Shanghai and Amoy	Tjinegara
TUESDAY, MAY 26.	
Japan and Shanghai	Sphinx
Shanghai	Calchas

#### OUTWARD MAILS.

THURSDAY, MAY 21.	
Saigon	Shun Chih 3.30 p.m.
Samshui and Wuchow	Kochow 4 p.m.
Manila, Australia & New Zealand via Thursday Island	
FRIDAY, MAY 22.	
Hoihow and Bangkok	Tai Ping
Shanghai and Europe via Siberia	Parcels May 21, 5 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.	Registration May 22, 9.45 a.m.
	Letters 10.30 a.m.
	Amoy 5 p.m.
SATURDAY, MAY 23.	
Manila, Australia & New Zealand via Thursday Island	
Japan and South American Ports	Kitano Maru
Manila	(Due Thursday Island, June 4.)
Amoy	Registration May 23, 8.45 a.m.
Foochow via Swatow	Letters 9.30 a.m.
	Rakuyo Maru 10 a.m.
	President Taft 4.30 p.m.
	Anhui 5 p.m.
	Chip Shing 5 p.m.
SUNDAY, MAY 24.	
Haiphong	Song Bo 9 a.m.
Rangoon via Swatow	Kiangsu 9 a.m.
Swatow, Amoy & Formosa	Canton Maru 9 a.m.

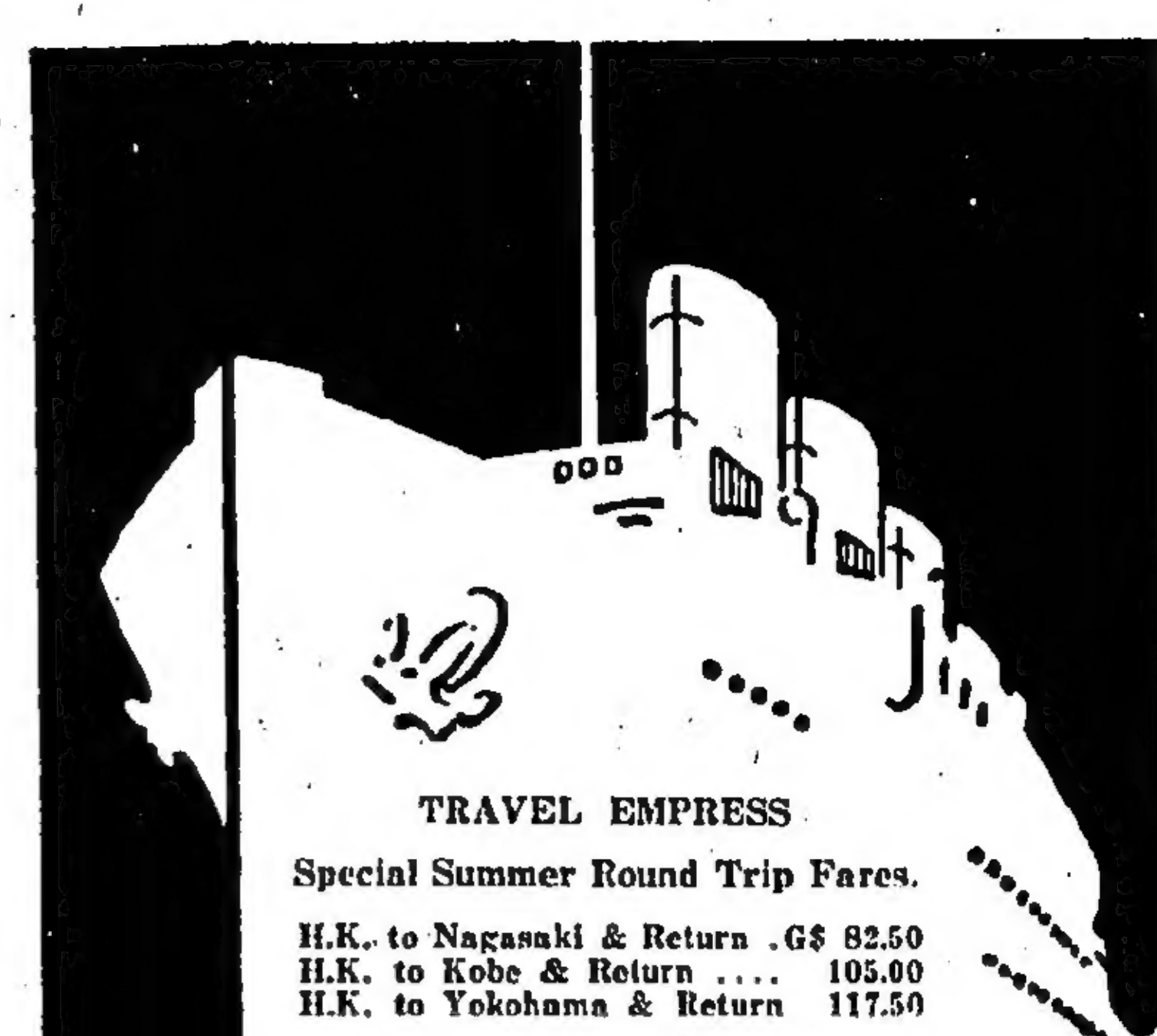
### STEAMER MOVEMENTS.

The m.v. Siam Prince from New York, sailed from Shanghai on May 20, and is expected to arrive here on May 22.

In the House of Commons, the Attorney-General, replying to a question, said the issues involved in the circumstances of the financial administration of the Royal Mail Steam Packet Company were very complicated. "In due course," he added, "every aspect of the matter will come under my review."

### YESTERDAY'S SOLUTION.

BETROTHED  
TRAIN REARS  
BRASS FURRIER  
RANT DAM SPEED  
ADD TAMPA PPI  
IE CANE CREST  
N COPE MOOD E  
LILLE BARE OR  
EVA STERN ADA  
SITE EDS SLOT  
SETTERS SPORE  
DETER MOANS  
REREMOUSE



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Empress of Japan	May 23	May 28	May 28	May 30	June 5	June 10
Empress of Asia	June 5	June 8	June 11	June 13	June 18	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 3	July 8
Empress of Russia	July 3	July 6	July 9	July 11	July 17	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17	Aug. 20
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30	Sept. 3
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14	Sept. 17
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27	Oct. 1
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	Oct. 15

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

### HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF ASIA	May 28	May 30
EMPRESS OF CANADA	June 12	June 14

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SAILING DATES FOR MAY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

### S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TUES. 26th	FRI. 22nd	SAT. 23rd	SUN. 24th
	THURS. 28th	FRI. 29th	SAT. 30th

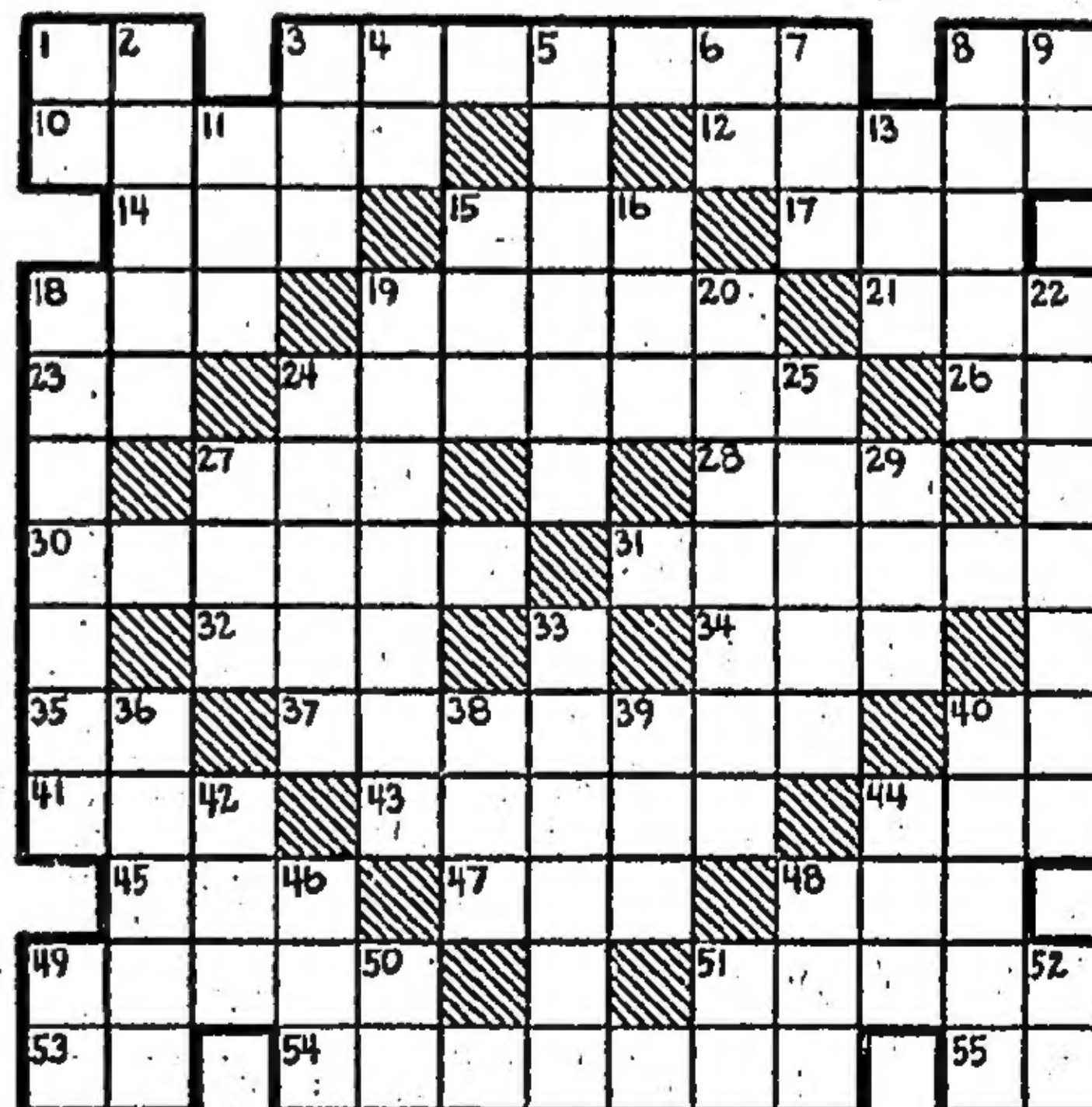
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### DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plover, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Pronoun	43-Heavy cord (pl.)	15-Equality of value
2-Discharged	44-A letter	16-The (Fr.)
3-Plural suffix of some nouns	45-The cry of a sheep	18-Extremely wicked
4-A cough	46-A cavalryman	19-A cavalier
5-Scorch	47-Comparative suffix	20-Brooks
6-A Greek mother	48-Comparative suffix	22-Wasting a purpose
7-A drinking cup	49-Those who buy and sell on commission	24-A French possession in Western Sahara
8-Comrade	50-Negative reply	25-Apples lather to
9-Prefix—before		27-Science
10-Strike		28-Point of compass (abbr.)
11-Domesticates		33-A Russian coin
12-Limited in extent		34-Sane
13-A small carnivorous animal		35-Free on board (abbr.)
14-To strike gently		36-A color
15-Mimic		37-First president of the German Republic
16-Pronoun		38-Point of compass (abbr.)
17-Changes for the better		39-A country of Europe (abbr.)
18-Because		40-Behold
19-Marine distress signal		

The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.



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S.S.	Tons	From Hong Kong About	Destination.
COMORIN	15,000	23rd May Noon	Bombay, Marseilles & London.
BURDWAN	9,000	30th May	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	9,000	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	17,000	20th June	Bombay, Marseilles & London.
KASHGAR	9,000	4th July	Marseilles, L'don, R'dam & A'werp.
KAWALPINDI	17,000	18th July	Bombay, Marseilles & London.
PERIM	7,700	25th July	Marseilles, Havre & London.
KHYBER	9,000	1st Aug.	Marseilles, L'don, R'dam & A'werp.
SOMALI	6,800	8th Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
PAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
PAUBA	9,000	22nd Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,000	29th Aug.	Marseilles & London.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
SODAN	—	19th Sept.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
HAIVAN	9,000	26th Sept.	Marseilles & London.

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SANTHIA	8,000	17th June	Singapore, Penang & Calcutta.
TALMA	10,000	23rd June	Singapore, Penang & Calcutta.

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ST. ALBANS	5,000	3rd July	
NELLORE	7,000	1st Aug.	

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The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong Kong About	Destination.
RANPURA	17,000	22nd May 4 p.m.	Shanghai, Kobe & Yokohama.
SANTHIA	8,000	23rd May Daylight	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	5th June	Amoy, S'hai, Moji, Kobe & Osaka.
EASGAR	9,000	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	5,000	5th June	S'hai, Moji, Kobe, Osaka & Y'ham.
PERIM	7,700	10th June	Shanghai, Kobe & Yokohama.
TAKADA	7,000	18th June	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	19th June	Shanghai, Kobe & Yokohama.
SOMALI	6,800	27th June	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	2nd July	Amoy, Moji, Kobe & Osaka.
KHYBER	9,000	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	7,000	5th July	S'hai, Moji, Kobe, Osaka & Y'ham.
TLAWA	10,000	16th July	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	17th July	Shanghai, Kobe & Yokohama.
SANTHIA	8,000	30th July	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,000	1st Aug.	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.  
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Hong Kong, April 1, 1931.

## SUEZ CANAL DUES.

CONCESSIONS TO SHIPOWNERS  
PREDICTED.

London, April 24.  
Certain concessions by the Suez Canal Company to the demands of the British shipowners for a reduction of canal dues are predicted by the Information Financier, says a message from Paris. The British Government's attitude, as well as that of the shipowners, is said to be responsible for this. The journal, however, takes care to observe that the reductions will not go as far as the shipowners would like. The reduction urged, it will be remembered, is to 5 francs per ton in the case of loaded ships and to 2½ francs per ton in the case of ships in ballast. The present respective rates are 6.62½ francs and 3.31¼ francs.

The following questions have been asked and answered in the House of Commons:

Mr. Louis Smith asked the Financial Secretary to the Treasury what were the amounts, in sterling, of the dividends paid by the Suez Canal Company in each of the last 10 years?

Mr. Pethick-Lawrence: The sterling value of the dividends paid on the ordinary shares of the Suez Canal Company, including the statutory interest payable on the actions of capital, converted at the rates of exchange ruling at the dates of payment, have been, in round figures, as follows:

For the year	£
1921	2,201,000
1922	2,076,000
1923	2,338,000
1924	2,605,000
1925	2,160,000
1926	3,501,000
1927	3,712,000
1928	4,148,000
1929	4,301,000

The final dividend for the year 1930 has not yet been declared.

## Directors' Income Dependent on Profits.

Mr. A. M. Samuel asked the Secretary of State for Foreign Affairs which foreign Governments have, within the past 12 months, approached His Majesty's Government on the subject of Suez Canal dues and have suggested that in the case of the refusal of the Suez Canal Company to reduce the scale of canal dues the matter should be referred to the League of Nations?

Mr. A. Henderson: Inquiries, mostly of an unofficial nature, have recently been made by the German, Italian, Belgian, Netherlands, Swedish and Norwegian Governments as to whether His Majesty's Government proposed to take any action to secure a reduction of the Suez Canal dues. No suggestion has, however, been made that the question should be referred to the League of Nations.

Mr. Samuel: Has the right hon. Gentleman given any reply to those friendly representations?

Mr. Henderson: After all, the purport of the question here is whether it shall be referred to the League of Nations, and no suggestion to that effect has yet been made.

Mr. Wile: Can the right hon. Gentleman say whether any instructions have been given by the British Government to the British Government representatives on the board in regard to the reduction of dues?

Mr. Henderson: I must have notice of that question.  
Sir Herbert Samuel: Can the right hon. Gentleman say whether he has had any communication with British shipping interests in this matter?

Mr. Henderson: No, not at the moment.

Mr. Samuel: Is the right hon. Gentleman aware that British shipping interests have made very strong direct representations to the Suez Canal Company itself?

Mr. Henderson: That may be.

Lieut.-Commander Kenworthy asked the Secretary of State for Foreign Affairs the names of the unofficial British directors on the board of the Suez Canal Company; the dates of their appointment; and the amount of their remuneration?

Mr. A. Henderson: The unofficial British directors of the Suez Canal Company are:

Lord Ischape (appointed in 1904).

Mr. T. Harrison Hughes (appointed in 1919).

Lieut.-Commander Kenworthy: Is

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Sir E. Wyldbore Smith (ap-  
pointed in 1920).

Sir R. Horne (appointed in  
1923).

Sir Alan G. Anderson (appointed  
in 1927).

Sir J. Cadman (appointed in  
1927).

Sir T. Royden (appointed in  
1929).

The emoluments of all directors of the company, who number 32, are the same. In accordance with the statutes of the company, 2 per cent. of its net profits are reserved for payment of the directors, whose emoluments consequently vary from year to year. The net profits for 1929-30 were approximately \$6,000,000, and the total sum paid to the directors was, therefore, approximately \$120,000.

Lieut.-Commander Kenworthy: Does not that answer show that the directors have an interest in keeping up the dues if they are remunerated according to the profits, and is not that a very unsatisfactory position with regard to the directors for whom we are responsible?

Sir H. Samuel: Are we to gather that each director receives a sum of about \$4,000 a year, and that such sum will increase if the net profits of the company increase?

Mr. Henderson: That is obviously the case and, I think that the sum mentioned by the right hon. Gentleman is approximately what they receive.

Mr. A. M. Samuel: Is not the broad question of the methods of the administration of the Suez Canal Company needing an overhaul?

Later, Mr. Arthur Michael Samuel asked the President of the Board of Trade whether he is investigating the complaints of British shipowners against the scale of Suez Canal dues; and, if so, will he say when he can make a statement or issue a report upon the position?

Mr. W. Graham: This matter is being carefully considered, and I hope soon to be in a position to make a statement.

Mr. Samuel: Will the right hon. Gentleman take into consideration the fact that complaints were made to the Foreign Office by six great European maritime Powers quite recently?

Mr. Graham: All points will be taken into account. I can assure my hon. Friend that I have received, and continue to receive, a very large number of representations.

Mr. Samuel: Will the President of the Board of Trade therefore in the meantime convey to the board of administration of the Canal Company the fact that their methods are now becoming a source of international friction?

Lieut.-Colonel Sir A. Lambert Ward asked the Chancellor of the Exchequer whether His Majesty's Government will in future use its voting power in such a way that when British directors are appointed to the board of the Suez Canal Company the appointment to the directorate shall be subject to the proviso of retirement at 65 years of age, in order that the board may be staffed by directors conversant with the changing conditions of export trade as apart from ship owning?

The Financial Secretary to the Treasury (Mr. Pethick-Lawrence): In practice, no question arises of His Majesty's Government using its voting power as a shareholder in the Suez Canal Company in connection with the appointment of British directors. It is the custom for the seven unofficial British directors representing British shipping and commerce to fill vacancies by nominating a new director whose appointment is ratified in due course by the Great Assembly. The three official British directors are appointed by His Majesty's Government, and no retiring age has been prescribed.

Lieut.-Commander Kenworthy: Is

it the practice for the retiring British directors to appoint their successors?

Mr. Pethick-Lawrence: It applies to some extent in the case of the seven unofficial directors to whom I have referred.

Mr. Horne-Belisha: Is it not the case that it does not matter what the British Government do about British directors, because the French have a majority?

Mr. Pethick-Lawrence: I should not agree that the board of directors is entirely governed by considerations of that kind.

Sir Charles Cayzer asked the Financial Secretary to the Treasury what instructions were given by the Treasury to the representatives of His Majesty's Government on the board of the Suez Canal Company with regard to the proposal to use some of the funds of the Suez Canal Company to finance an industrial trust company in Luxembourg?

The Financial Secretary to the Treasury (Mr. Pethick-Lawrence): No instructions in regard to this investment were asked for, nor given to, the British Government directors of the Suez Canal Company.

Sir C. Cayzer: In view of the wide-spread demand for a reduction of the canal dues, does the hon. Gentleman consider it proper for this company to invest large sums of money outside its own business in Continental industry which is directly competing with our own, and what action does he propose to take in the matter?

Mr. Pethick-Lawrence: I have already said, in answer to the question, that no instructions were given. I do not adopt the view of the hon. Member as regards the fears which he has expressed—Singapore Free Press.

## HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12h. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (\*), when they should be subtracted from the depths.

May 21 to 27, 1931.

DATE	HIGH WATER		LOW WATER	
	Time	Height	Time	Height
May 21	11.0	5.9	1.0	0.4
May 22	11.0	5.9	1.0	0.4
May 23	11.0	5.9	1.0	0.4
May 24	11.0	5.9	1.0	0.4
May 25	11.0	5.9	1.0	0.4
May 26	11.0	5.9	1.0	0.4
May 27	11.0	5.9	1.0	0.4

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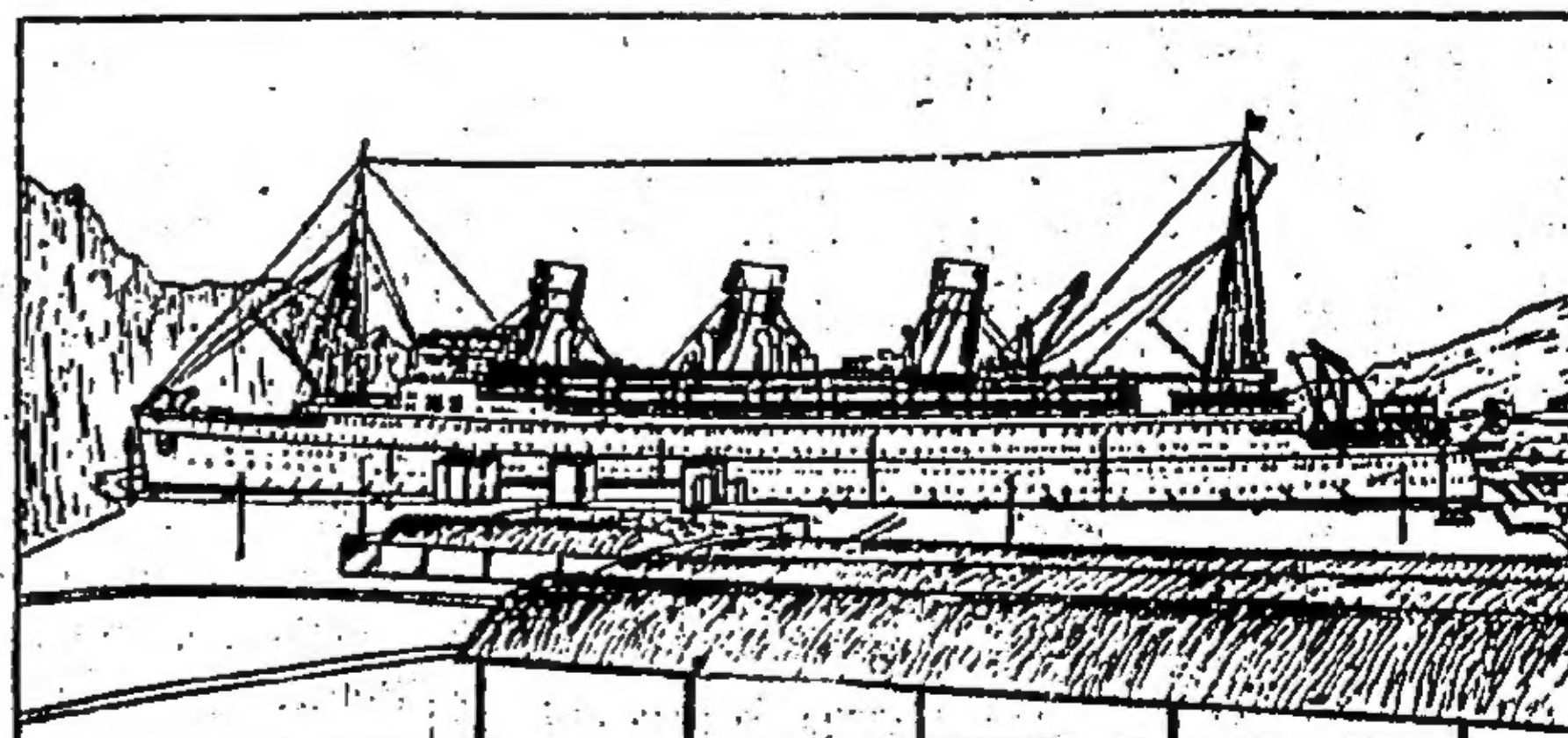
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Hong Kong, Thursday, May 21, 1931.

### Going Home by Air.

Residents of Hong Kong should be able to fly Home practically direct, stopping at Saigon and Marseilles en route, before the end of 1932, provided the plans at present being considered by the Imperial Airways and the Governments concerned materialise. Acceleration and extension of the air mail services throughout the Empire to-day is the most widely discussed subject in British civil aviation, and the experts have now fully realised the value of Hong Kong and Singapore as terminals of the Far Eastern routes. Many British experts affirm the principle that mails and passengers should be separately transported. The adoption of this principle would enable the operating company to send the mails by aeroplanes very much faster than the liners at present in use. Lighting of the main routes for night flying would ensure the mails moving during nearly every hour out of each twenty-four; to-day they are stationary for all but the scheduled day-time flying stages. The result of the policy of carrying mails and passengers together, is, in the words of Sir Robert MacLean, that the air mail moves at an average speed from London to India of only twenty-eight miles an hour. Yet high speed is one of the chief assets of air travel, and, calculating on the basis of British aircraft already in existence or building, a day and night air mail service could be operated, once the necessary lighting equipment was laid down. Linking London to Sydney, via India,

Singapore, and Hong Kong, in seven and a half days.

It is felt by experts that the most suitable type of aircraft for the journey is the big, twin-engined flying boat. One of the greatest flights in the history of aviation was the journey of 28,000 miles accomplished according to schedule by four of these machines from Britain to the East and Australia, around the Australian continent, thence to Hong Kong, and finally back to the base at Singapore. The craft which made this epic flight were standard Supermarine "Southampton" flying boats, drawn from the ordinary equipment of the coastal patrol units. Day after day the craft progressed steadily, frequently through most difficult weather and climatic conditions, keeping to the pre-arranged time-tables. Night after night the crews spent aboard, demonstrating in quiet, almost humdrum fashion, the ability of these air boats to operate regularly as independent units in the most diverse circumstances.

It has been stated by experts that the new British flying boat, such as has been constructed by Messrs. Short Bros., of Rochester, could operate over the distance from London to Hong Kong with a useful load on board, apart from fuel, of 4,000 pounds. A boat of this type is obviously fitted to operate over an "all red" sea route from Britain to the Far East, making the entire journey to Singapore and Hong Kong with lightings on British territory only. The first stage of such a regular service might lie from London to Gibraltar, thence to Malta and Egypt and on down the Persian Gulf to India. Strategic requirements of Empire defence invest the production of flying boats able to operate over stages of this order of magnitude with much importance. In time of war they would obviously constitute an invaluable means of maintaining patrol over the sea routes essential to communications between Great Britain and the Dominions overseas.

### News in Brief.

The lowest open air temperature yesterday was 76 degrees. At 10 a.m. the humidity was 99 and at 4 p.m. 91.

The Police have been notified of the loss of a Smith and Weston .38 revolver, which is stated to have been stolen from the cabin of the second engineer aboard the s.s. Sushan Maru, between 2 p.m. and 3 p.m. yesterday. Ten \$1 Shanghai and Central China Bank notes were also stolen.

Two cases of typhoid fever (one non-Chinese) and one case of cerebro-spinal meningitis were notified yesterday.

The C.I.D. are busily engaged in searching for a Chinese, aged about 27 years, who is alleged to have stabbed a Japanese named Hisao Hasoda during a fight in Johnstone Road last night.

In an attempt to end her life, a woman, Li Chun (28) living at 243 Hennessy Road, Wanchai, jumped into the harbour from Gloucester Road at two o'clock this morning. She was rescued and conveyed to the Government Civil Hospital.

Ten Chinese stowaways who arrived here yesterday on board the s.s. Tjondari were at the Kowloon Magistracy this morning sent to jail for one month. The men, who came from Java, were found mingling with the passengers.

A fine of \$6,760 or in default, six months' hard labour, was imposed on Wan Yu-yip in the Kowloon Police Court to-day, for having possession of 533 lb. of Chinese tobacco on which duty had not been paid. The haul was made by Revenue Officer H. Pearce on board the defendant's fishing junk. A second man was discharged.

Appearing before Mr. E. H. Williams in the Second Police Court yesterday charged with possession of a revolver and 14 rounds of ammunition, a Chinese youth, who was defended by Mr. D. B. Evans, declared that he had never seen a revolver in his life. At the conclusion of the evidence his Worship adjourned the case until to-morrow.

In the Kowloon Police Court this morning Cheung Chi-nok pleaded not guilty to the theft of a rattan basket containing a cotton quilt, the property of Tsang Hon, at the Kowloon Railway Station, yesterday. Accused said that the basket was his, but at the Police Station, he could not produce a key to unlock it. Complainant had a key which fitted the lock. Four months' hard labour was imposed.

## RADIO

### TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 353 metres:

6-8 p.m.—European Programme of H.M.V. & Victor Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.20 p.m.—Band Selections.  
The Bells of St. Malo (Rimmer),  
Semper Fidelis March (Souza),  
The Band of H.M. Coldstream Guards (B2647).

Le Pere de La Victoire (Ganne),  
Sambre et Meuse (Planquette),  
La Garde Republicaine Band (B2908).

Raymond—Overture  
(Thomas arr. Godfrey).  
The Band of H.M. Coldstream Guards (C1440).

6.20-6.41 p.m.—Organ Solos.  
The Sacred House (Ketschey),  
In a Japanese Garden (Higgs),  
Reginald Fort (B3197).

Drink to me Only with Thine Eyes (Calcott),  
Salut D'Amour (Elgar),  
Reginald Fort (B3468).

Shepherd's Lullaby (Hewitt),  
At Dawning (Gedman),  
F. Rowland-Tims, F.R.C.O. (B3021).

6.41-7.07 p.m.—Musical Comedy.  
Chorus—  
"Ol' Man River"—"Show Boat".  
The Revellers (21241).

Song—  
If Love Were All—"Bitter Sweet".  
Ivy St. Heller, Soprano (B3144).

Piano Solo—  
"Wake Up and Dream"—Melley,  
Carroll Gibbons (B3031).

Vocal Duet—  
Thinking of You—  
"Five O'Clock Girl".  
Winnie Melville and Derek Oldham (B3029).

Song—  
A Room with a View—  
"This Year of Grace".  
Mary Make Believe—  
"This Year of Grace".  
Noel Coward, Baritone (B2719).

7.07-7.45 p.m.—Instrumental Music.  
Violin Solo—  
Sielanka (Wienlawski),  
Poem (Fibich-Kubelik),  
Ruth Posselt (4184).

Piano Solo—  
Polish Dance (Scharwenka),  
Humoresque (Dvorak),  
Hans Barth (20203).

String Quartet—  
The "Emperor" Quartet (Haydn),  
Londonderry Air (Arr. Bridge),  
Virtuoso String Quartet (C1470).

Piano Solo—  
Scarf Dance (Chaminade),  
Flatterer (Chaminade),  
Hans Barth (20249).

Violin Solo—  
On Wings of Song (Mendelssohn),  
(a) Jota (de Falla), (B3655),  
(b) Puck (Grieg-Achren),  
(c) Jascha Helfets (B3618).

7.45-8 p.m.—Humorous Songs.  
Spread a Few Dark Shadows,  
Anna Penin (B3249).

Soused Errands, Will Kings (B3161).  
Ponso (My Hot Spanish Knight),  
Grace Fields (B3655).

8 p.m.—Local Time & Weather Report.  
8.03-10.27 p.m.—Chinese Studio Concert.

10.30 p.m.—Close Down.

## HINT FOR GANDHI.

TALK TO LANCASHIRE ON  
BOYCOTT.

### COMPATRIOTS ADVICE.

Rugby, Yesterday.  
Mr. Srinivasa Sastri, who was one of the delegates to the India Round Table Conference in London, speaking last night on the Indian situation, said if the decisions of the Round Table Conference were alterable they were alterable on both sides, but Mr. Gandhi, he was certain, was now coming to the conference with the idea of safeguards, which were to be the means of turning temporary truces into permanent peace.

Speaking of the boycott movement, he said he did not doubt that when Mr. Gandhi was helped to realise what the situation in Lancashire really was, he could soon make it clear that he was actuated by the most human intentions, and would devise some means of relieving the situation consistent with India's righteous desire to establish her economic independence.

He hoped that Mr. Gandhi when he came to England would visit Lancashire and meet the Lancashire people, and talk with them about the boycott that he had inspired.—British Wireless Service.

## SCOTT'S FLIGHT.

HOPS OFF FROM SYDNEY FOR  
BRITAIN.

Rugby, Yesterday.  
Lieutenant Scott left Sydney to-day, and expects to arrive at Wyndham, in Western Australia, on Monday, in an attempt to fly to England in a new record time.—British Wireless Service.

Sydney, Yesterday.  
The airman, Lt. Scott, who established a new record flight from England to Australia on April 10, started his return flight to England at 8.25 a.m. to-day.—Reuter.  
[Lt. Charles Scott arrived at Port Darwin at 5.50 p.m. on April 10, his total time from England being 219 hours, beating Kingford Smith's record solo flight by eighteen hours.]

## HOME BY ELECTION.

COMMUNIST CANDIDATE AGAIN  
DEFEATED.

London, Yesterday.  
The by-election at Ognore, due to the death of the Rt. Hon. Vernon Hartshorn, resulted as follows:—  
Mr. Edward Williams (Lab.) 19,356  
Mr. Ross Campbell (Com.) 5,219  
Labour majority 14,137.—Reuter.

The General Election poll was:  
Mr. V. Hartshorn (Lab.) 22,900  
Mr. D. L. Powell (Lib.) 11,824  
Mr. H. Abbott (Cons.) 4,161  
Mr. J. R. Campbell (Com.) 1,525

Labour majority 11,096

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## SHATIN RAILWAY SMASH.

Passengers Describe  
the Disaster.

### MR. WALKER'S STORY.

At the resumed inquiry in the Kowloon Magistracy, yesterday, into the circumstances of the railway disaster at Shatin, evidence was given by Dr. Farr, Government Radiologist, who described how his car fell into a hole on the road near Shatin Station. Later came news that a tunnel had collapsed, and he and friends proceeded to the scene of the accident.

Passengers on the train gave evidence as to the smash, after which Mr. G. A. Walker was called. He described how he received a message as to the accident to No. 19 train at 5.30 p.m. He immediately gave instructions for all first-aid men to be collected and sent out by the 5.0 train from Kowloon. The railway officers, Police, and Government doctors were all notified, and witness and Mr. Smith started out on the train. When they arrived at Yau-mai station they were informed of a wash-out at Shatin. The train was sent back to Kowloon, and he and Mr. Smith went out by car. They walked to the scene, which they reached about 7 p.m. Dr. Smalley had also arrived in a car, and joined them near Shatin station.

Passengers Cut Off.  
Witness saw that every one not injured was endeavouring to extricate the victims. He thereupon turned his attention to getting various passengers into Hong Kong, deciding that they should be sent to Sheungshui, and picked up by motor buses on the Castle Peak Road.

Mr. Arculli drove him down to Shatin to enable him to telephone. However, at the break in the road, he met the I.G.P., who told him that there had been two wash-outs on the Castle Peak Road. The passengers were hence completely cut off north of the train wreck.

Several doctors arrived later from Fanling and other points, and witness left the scene at 2 a.m. There were then a man and boy pinned by the legs under the train. They had to be left, but they were given morphine, and made as comfortable as possible.

Waterfall Diverted.  
The telephone cable had broken, witness told the Coroner, but later a temporary phone was installed. It did not occur to him to inform the Harbour Master, as he did not think it likely that help could be sent by sea.

Since the accident the waterfall above the scene had been directed into two streams. "At one time there was only one stream, and it had been decided to divert it by the erection of a wall. The inquiry will be resumed to-morrow."

## KING'S THEATRE.

COOLING PLANT A GREAT  
ASSET.

INSTALLATION COMPLETED.

The cooling plant which was being installed in the King's Theatre is now ready and the preliminary tests made yesterday were highly satisfactory. Comments made by visitors to the Theatre yesterday were very favourable but it will take a few days to adjust the temperature to suit the wishes of the majority.

Patrons will now have the opportunity of enjoying the performances in absolute comfortable surroundings, even during the hottest Summer day. The plant installed is the York Shipley air cooling system as is now being used in all the leading theatres in Europe and the U.S.A.

This is the first installation of its kind in South China.

## Ten Years Ago.

[From the "China Mail" of May 21, 1921.]

To-day's dollar is worth 2 1/4%.

Mr. C. F. Mason, solicitor, this morning applied to Magistrate Orme for a re-hearing of the case in which a Chinese fireman, of H.M.S. Mooren, was last week sentenced to twelve months' imprisonment with hard labour for having unlawfully possession of opium on board the vessel at Wuchow. Mr. Mason said that he was making the application on the ground that the opium was found at Wuchow, the defendant did not come within the jurisdiction of the local Court. The Magistrate agreed, and said that he had reconsidered the case and decided that the man should return to his ship, with the advice that he be taken to Wuchow to be dealt with by the Chinese authorities.

## MAHARANE'S ESCAPE.

The Maharanes of Burdwan was asleep in her house near Albert Hall, Kensington, when fire broke out in the house next to hers. She had to leave hurriedly. While firemen were fighting the blaze she watched from the street an unconscious maid being carried out through her house.

It was nearly an hour before the fire was brought under control and she was able to return to her house.

The Maharaja of Burdwan is at present on the Continent.

Mr. A. Hutton Potts, residing at "Highhouse," Mount Davis Road, has reported to the Police that between 7 p.m. on Tuesday and 8 o'clock yesterday morning, some person stole from his chicken-house eight fowls and two geese, valued at \$30 in all.







# KING'S THEATRE

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AT 2.30, 5.10, 7.15 & 9.30 P.M.

THE GREAT PARAMOUNT ALL-TALKING  
COMEDY RIOT!



**HAROLD LLOYD**  
*"Feet First"*

Solely For Laughs!

IF A LAUGH A  
DAY KEEPS THE  
DOCTOR AWAY—  
YOU'RE IN  
FOR A WHOLE  
LIFE-TIME OF  
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Produced by  
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"TALKIES" BEGAN

NOW SHOWING TO RECORD HOUSES

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PLANS NOW OPEN AT THE THEATRE.

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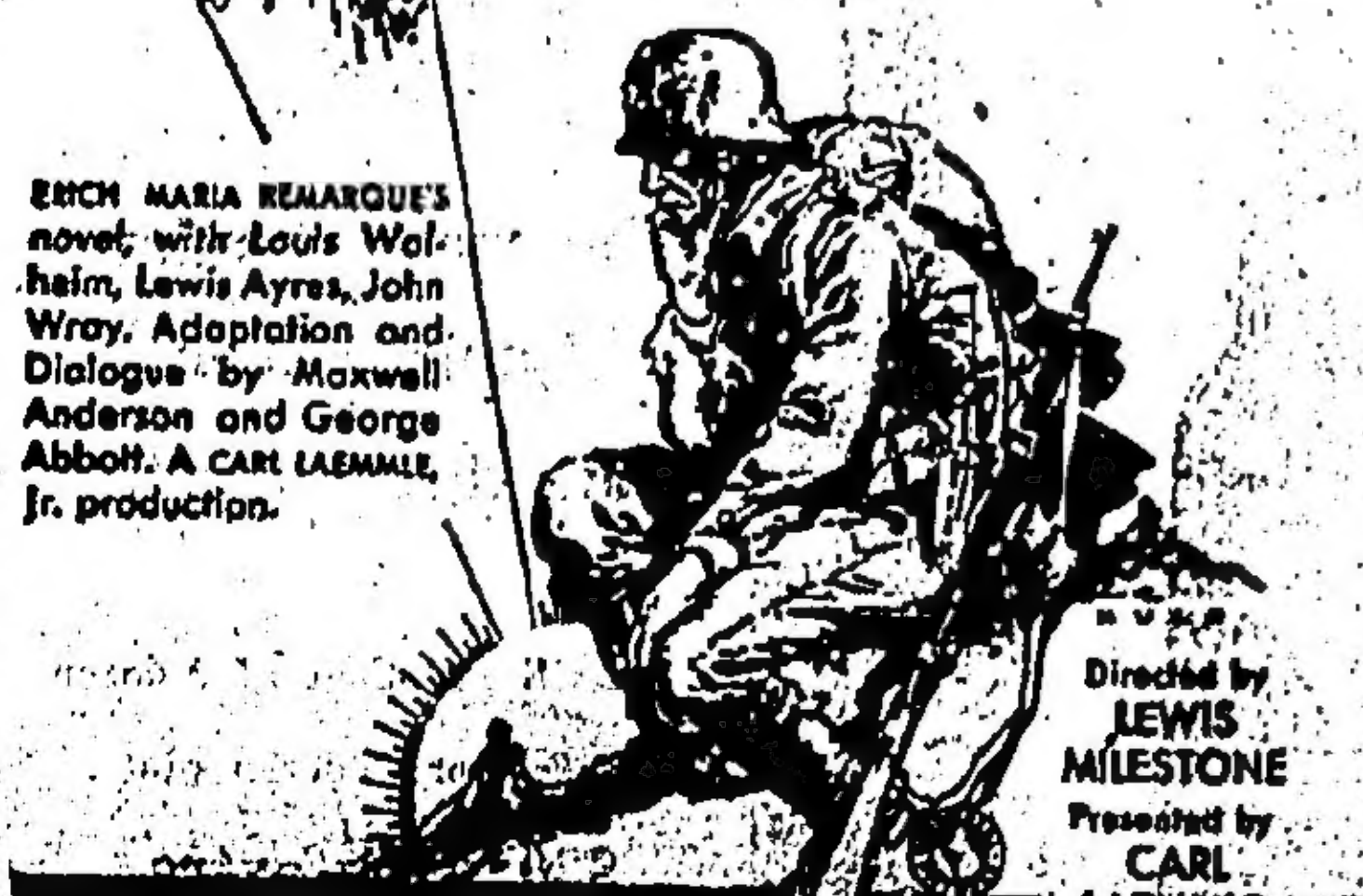
SHOWING TO-DAY

SPECIAL TIMES

At 2.30, 5.15, 7.30 & 9.30 P.M.

## The Story That Will Never Die

Is now the picture that will live forever...  
telling in towering passages of sheer drama  
and crackling dialog the world's greatest  
story of Youth's blind struggle for happiness  
... showing the HUMAN side of war as  
seen through the eyes of Youth... smash-  
ing home to you its dramatic message of  
hopelessness—and hope!



**ALL QUIET ON THE  
WESTERN FRONT**

## CURRENT SPORTING GOSSIP

### BERG DISAPPOINTS HIS SUPPORTERS.

Fatal Changing of  
Methods.

CANZONERI'S CAREER.

Commenting on the recent championship fight between Tony Canzoneri and Kid Berg, the British hope, Trevor C. Wignall, the Daily Express special correspondent says:—

"Berg gave the most disappointing exhibition of his career since he became world prominent. Instead of fighting Canzoneri in the expected impetuous manner, he tried to box him, and was an easy target for the Italian from the start.

"One theory now is that Berg, after all, did deprive himself of strength in making the weight, but the plain fact is that he was slow, unsure, and far more apprehensive than ever he has been before.

"Why Berg so completely changed his methods in his most important contest is a mystery, but it has to be said that Canzoneri boxed and fought like a champion, and except for one brief space in the second round, was the decided master of Berg.

"The finishing blow, a swift and terrific right lead to the point of the jaw, was the exact one that Canzoneri told me would bring him the victory."

Tony Canzoneri, although born at New Orleans 25 years ago, is of Italian descent, both his parents having migrated to the United States from Italy shortly after their marriage.

Tony began work at any early age, assisting his father in their butcher's shop at New Orleans. His aptitude for fighting soon showed itself, and by the time he had reached his middle teens he had won nearly twenty amateur contests.

Later, through trade depression, the Canzoneri family moved to Brooklyn, and here Tony was introduced to Sam Goldman, a well-known boxing promoter who is still Tony's manager. Goldman soon realised that there was the makings of a great fighter in Canzoneri, and after careful "nursing," the young boxer in 1925 was given his first professional engagement, when he met a boxer named Jack Gardner and knocked him out in the first round.

In the same year he took part in ten other contests, nearly all of which he won by knock-outs.

Since the Canzoneri has taken part in nearly a hundred contests, and the climax to his career came when he won the light-weight title last November by knocking out Al Singer after little more than a minute's fighting. He had previously been outpointed by Berg.

### WELL-KNOWN ATHLETE DEAD.

Impressive Hurdling  
Record.

SECOND TO BURGHLEY.

Khartoum, April 28.

The death in Khartoum, following an operation, of T. C. Livingstone-Learmonth, announced yesterday, comes as a great shock to the many friends and admirers of this famous Cambridge University hurdler.

Against Oxford University, at Queen's Club, in 1928, he was second in the 120 yards hurdles to G. C. Weightman-Smith, who beat him by four yards to set up an inter-Varsity record of 15.2.5 seconds. Livingstone-Learmonth ran second to Weightman-Smith in 220 yards low hurdles at the same meeting, four yards again separating the men, and the time of 24.4.5 seconds equalled the record for the event in inter-Varsity meetings.

In the British Empire games against the United States at Stamford Bridge, he was a member of the winning team in the eight-laps steeplechase relay, and he ran fifth in the 400 metres low hurdles in the Olympic Games at Amsterdam three years ago. When Lord Burghley established a world's record for the 440 yards hurdles in the A.A.A. championships in 1928, Livingstone-Learmonth was second.

### AMATEUR GOLF CHAMPIONSHIP.

TOLLEY DEFEATED.

Roper's Great Victory  
Over Voigt.

WHO WILL BE CHAMPION?

London, Yesterday.

Fifth Round Results.  
Tulloch beat Wethered 1 up.  
Roper beat Voigt 1 up.  
Tippett beat Tolley 3 and 2.  
Morrison beat A. de Forrest 4 and 3.

J. de Forrest beat A. Newey 2 and 1.  
McCormack beat Straker at the 19th.  
Martin Smith beat D. Fiddian 3 and 1.  
P. Miller beat Beaumont Pense 2 and 1.

The championship at Westward Ho, which has been simmering with surprises throughout, to-day reached a climax when the two greatest English post-war golfers were defeated along with the last remaining foreign challenger.

The remaining players now include six Englishmen, an Irishman, and a Scotsman, none of whom has previously won the title. Roper's great win over Voigt was an astonishing example of tenacity. He was never in the lead until he holed out on the last green to secure the victory. Voigt, playing his best golf, turned 2 up and seemed well set for victory, but Roper won the 10th and 11th to square the match, then doggedly hung on till the eighteenth, where Voigt duffed his approach into a ditch.

Remarkable Incident.

Tulloch, with machine-like excellence, registered twelve fours and won the first three holes, eventually becoming one up at the turn. Tulloch then went on to win the 10th, 11th and 12th to be 4 up. Wethered rallied and won the 13th and 14th. A remarkable incident occurred at the sixteenth, where Tulloch had an easy putt for a half, a loose piece of grass causing his ball to move, Tulloch picked up his ball and in a sporting-like manner conceded the hole to Wethered. The seventeenth was halved. Tulloch being dorny one, and a half at the eighteenth gave him the match.

A Tragic Touch.

Tolley's tale had a tragic touch. Tippett, who is a plus two man, has played a lot of golf in America, is now secretary to the Royal Wimbledon Golf Club, reached the last eight for the first time in his career. At the third Tippett was 2 up. Tolley squared at the seventh, where Tippett stymied himself. Tippett then went on to win the eighth in two and turned one up, his figures for the first nine holes being 37. The 10th, 11th, 12th and 13th were halved, but Tolley, taking three putts on the 14th, became 2 down. A missed putt for a birdie three at the fifteenth, short with his tee shot at the sixteenth, where Tippett, putting for a two, won the hole in three for the match, proved to be Tolley's downfall.

Earlier Cables.

At Westward Ho to-day, amid scenes more like a country fair than a championship links, 32 of the world's golfing elite set out to battle for the last eight places.

Around the first tee the price tickets on the wares on local traders' stalls flapped gaily in the breeze, while at the tenth green sat a little man beside a brazier selling cups of steaming hot tea and coffee.

Amid such a scene, Cyril Tolley narrowly escaped defeat. He turned all square, but lost the 10th, and 11th, and was two down until the 17th, where Stanley Lunt, of Moseley, found the crisis too much and topped his drive, being bunkered with his second. Tolley drew level and won at the 19th.

Voigt's missed putts added spice to his match with the veteran Bernard Darwin, until the turn, where he was two up. Then the fireworks of the American increased his lead to 4 up, with birdies at the 11th, and 12th. He lost the 18th, but the match ended at the 16th, where Darwin was bunkered and the hole was only halved.

Voigt now meets the former Nottinghamshire player, Sam Roper, who gave Bobby Jones a fright last year in the same championship.

Fourth round results are:

The Corinthian Club soccer player Morrison beat Captain Pearson 2 and 1.

Scotland's hope, William Tulloch, of Cathkin, Braes, beat Alex Hill, of Sandy Lodge, 3 and 2.

Wethered beat Allan Macbeth 7 and 6.

The nineteen-year-old conqueror

### DENMARK & POLAND ON LEVEL TERMS.

Two Singles Matches  
Are Decided.

DAVIS CUP RESULTS.

Copenhagen, Yesterday.

In the third round of the Davis Cup Denmark and Poland each won one singles match.  
Henriksen (Denmark) defeated Heblha (Poland) 6-3, 6-1, 6-2.  
Tloczynski (Poland) beat Ulrich (Denmark) 8-6, 6-1, 3-6, 6-8, 6-2.—Reuter.

### "BIG BILL" TILDEN IN FINANCIAL MOOD.

Visit to Australia May  
Materialise.

OTHERS IF NECESSARY.

Sydney, April 20.

The offer of £3,500, or 40 per cent. of the gate receipts of the whole tour, made by the Australian Lawn Tennis Association for a tour of Australia by W. T. Tilden, has been rejected as not sufficiently attractive, but it is believed that to stimulate interest in tennis here the offer will be increased to a £5,000 guarantee, and that this will be accepted.

Tilden still has hopes of visiting Australia at the end of this year, and is to discuss the matter this month in America with Gerald Patterson, Managing Director of Spaldings, who recently left on a world tour. Tilden states that he is prepared to bring Kozeluh and three other players here if necessary.

### "AUSSIES" MAY VISIT SOUTH AFRICA.

Exchange Difficulties  
Cause Reversal.

Johannesburg, April 15.

The South Africans will lose hundreds of pounds if they carry out their cricket tour of Australia, for the Australian Cricket Board of Control has finally decided not to pay the £30 in every £100 which is the price of exchanging South African money for Australian.

The tour will probably be called off, and instead the Australians will pay their first visit to South Africa since Collins's team went there in 1921. South Africans are very keen on this reversal of the programme, but until the proposal is received in writing from the Australian Board of Control the matter will be held in abeyance. It is learned from Melbourne, however, that the Australian Board is willing to send a team to South Africa.

Of the fourteen Tests played between Australia and South Africa, the latter have won only one.

of Holderness, Alan Newey, beat Montmorency by 5 and 4.

Voigt beat Darwin, 3 and 2.

The former Surrey champion, Reg. Straker, beat Lister Hartley, 1 up.

Tolley beat Lunt at the 19th.

Douglas Fiddian, of Stourbridge, beat Darrie Watson, of Royal Ashdown, 2 and 1.

The sixty-three-year-old chairman of Lloyds Bank, Beaumont Pense, beat Syd. Matthews, of Moseley, 4 and 3.—Reuter.

### One Thousand Guineas Tournament.

DUNCAN AND JOLLY FAIL TO  
QUALIFY.

One Hole in Fourteen.

Leeds, Yesterday.

No less amazing than at Westward Ho was the Thousand Guineas Professional Tournament at Leeds, where two members of the Ryder Cup team, Duncan and Jolly, together with the strongest American challenger, Horton Smith, failed to get under the qualifying total of 150 for thirty-six holes. Two Argentine players, Freccero and Genta, and Willie Hunter, British Amateur Champion, 1921, also failed to qualify.

Turness, America, headed the qualifiers with 69, 69, = 138. Other notable qualifiers were Churio, Argentine, 70, 72, = 142; Charles Whitcombe 73, 71, = 144; Daragon, of South Lodge, had an unenviable record of hitting five successive balls out of bounds at the eighth hole, where he registered a fourteen.—Reuter.



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3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

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3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

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There is a special à la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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### GOLF MATCH AT THE SOUTH CHINA A.A. AT VALLEY. DINNER.

Kowloon G.C. v. Royal Hong Kong G.C.

#### TEAMS AND TIMES.

Undernoted are the teams chosen to play for the Hong Kong Golf Club, Junior section, and the Kowloon Golf Club over the Happy Valley course on Sunday.

Starting times have been reserved from 9 a.m. till 11.20 a.m.  
9.00 & 10.12 a.m. J. D. Thomson, F. J. de Rome.  
9.04 & 10.16 a.m. D. C. Wilson, W. M. Thomson.  
9.08 & 10.20 a.m. C. D. da Roza, J. W. Franks.  
9.12 & 10.24 a.m. A. T. Braley, C. B. Robertson.  
9.16 & 10.28 a.m. J. Pooler, A. O. Brawn.  
9.20 & 10.32 a.m. W. M. Groves, P. P. J. Wodehouse.  
9.24 & 10.36 a.m. H. Buxton, P. Morrison.  
9.28 & 10.40 a.m. W. Hyde, A. E. Charman.  
9.32 & 10.44 a.m. T. J. Price, S. Stacey.  
9.36 & 10.48 a.m. A. Loughton, H. Mundy.  
9.40 & 10.52 a.m. J. McKelvie, H. Hampton.  
9.44 & 10.56 a.m. E. C. Fincher, A. E. Clarke.  
9.48 & 11.00 a.m. J. Gellately, L. E. Longbottom.  
9.52 & 11.04 a.m. D. G. Reid, R. S. W. Paterson.  
9.56 & 11.08 a.m. W. G. Trice, F. E. Booker.  
10.00 & 11.12 a.m. J. King, J. H. B. Lee.  
10.04 & 11.16 a.m. E. R. Price, H. T. Brooks.  
10.08 & 11.20 a.m. E. G. Sewell, W. M. Smith.

In the last match played over the Kowloon course on Good Friday the Happy Valley players were successful by one point.

#### Record of Successful Season.

#### FOOTBALL CHAMPIONS.

Mr. M. K. Lo presided over a large gathering last night, when the South China Athletic Association gave a dinner in the South China Restaurant in celebration of winning both the Senior Football League and Shield Championship.

Mr. Lo, after the toasts of "The King" and "The Republic of China" had been drunk, referred to the history of the Association, which was started in 1917 with 165 members. At the present time the membership was over 5,000. The principal activity of the Association was, of course, football, and it was remarkable the way in which the Chinese had taken up the game, and the progress they had made in the short space of fourteen years. A deep debt of gratitude was due to the British friends who had pioneered football, and ungrudgingly given their best in the way of instruction to the Chinese.

"Congratulations." Mr. H. S. Mok proposed the toast of "The Guests," and afterward Mr. J. Ormiston replied, taking the opportunity to congratulate the South China Athletic Association on their achievements during the past season. Other speakers also added their congratulations.

"As one who is in close touch with American sportsmen in London, I may say that they would like to see the British pick up more of these international contests. As you know, the championship is the most cherished of all, and the heavy-weight boxers, but, given an equal amount of science, it is my firm belief that so long as the Walkers and the Striblings and the Tunneys are encouraged to develop themselves on the baseball diamond, they will continue to lick the Milligans and the Scotts, because baseball is the game that has given the punch to the American boy."—Mr. Muirhead, Secretary, Anglo-American Baseball League.

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### EXCHANGES.

#### TO-DAY'S QUOTATIONS.

On London—  
Bank, wire ..... 11½  
Bank, on demand ..... 11½  
Bank, 4 months' sight 11 9/16  
Credits, 4 months' sight 11 3/16  
Documentary, 4 months' sight 11 5/16

On Paris—  
On demand ..... 595  
Credits, 4 months' sight ..... 635

On Berlin—  
On demand ..... Nom.

On New York—  
On demand ..... 23 5/16  
Credits, 60 days ..... 24 7/16

On Bombay—  
Wire ..... 64½  
On demand ..... 64½

On Calcutta—  
Wire ..... 64½  
On demand ..... 64½

On Singapore—  
On demand ..... 41½

On Manila—  
On demand ..... 46½

On Shanghai—  
On demand ..... 779  
Dollar ..... 64½ dis.

On Yokohama—  
On demand ..... 47½

Sevoroins (Bank) buying rate ..... 1/— ¼  
Silver (per oz.) ..... 12½

Bar Silver in Hong Kong ..... Nom.  
Copper Cash ..... Nom.  
Copper Cents ..... 3% prem.

Rate of Native Interest ..... 3½% p.a.  
Chinese Sub. Coin ..... 23½% dis.  
Hong Kong Sub. Coin Par.

LONDON EXCHANGES  
Rugby, Yesterday.  
Paris ..... 124.35½  
New York ..... 4.86 15/16  
Brussels ..... 34.96½  
Geneva ..... 25.23  
Amsterdam ..... 12.11  
Milan ..... 92.92½  
Berlin ..... 20.42½  
Stockholm ..... 18.14½  
Copenhagen ..... 18.16½  
Oslo ..... 18.16½  
Vienna ..... 34.60½  
Prague ..... 16.44  
Helsinki ..... 19.3¼  
Madrid ..... 48.40  
Lisbon ..... 108.25  
Athens ..... 375  
Bucharest ..... 417  
Rio ..... 3 7/16  
Buenos Aires ..... 34 15/16  
Montevideo ..... 30  
Bombay ..... 1/5 13/16  
Shanghai ..... 1/2 ¾  
Yokohama ..... 2/— 13/32  
Hong Kong ..... 11¼  
Silver Spot ..... 12½  
Silver Forward ..... 12 9/16  
—British Wireless Service.

#### Our Sports Diary.

##### LOCAL.

LAWN BOWLS—Saturday—  
Division I.—Kowloon Docks v. C.S.C.C.; Craigengower v. Re-creio; Police v. K.C.C.; Tai-ko v. K.B.G.C.; Division II.—Re-creio v. Craigengower; C.S.C.C. v. H.K. Electric; K.C.C. v. Yacht Club; K.B.G.C. v. Tai-ko.  
GOLF—Sunday—Royal Hong Kong Golf Club Junior Section v. Kowloon Golf Club at Happy Valley.  
Summer Cup (First Round) at Kowloon Golf Club.  
RACING—Saturday and Monday—Sixth Extra Race Meeting.

##### HOME.

CRICKET—To-day and To-morrow—  
Worcestershire v. New Zealand.  
Middlesex v. Leicestershire.  
Surrey v. Sussex.  
Essex v. Derby.  
Gloucestershire v. Lancashire.  
Somerset v. Northants.  
Northants v. Kent.  
Cambridge U. v. Warwick.  
Oxford U. v. Gloucester.  
Saturday, Monday and Tuesday—  
Glamorgan v. New Zealand.  
Middlesex v. Sussex.  
Essex v. Worcester.  
Lancashire v. Yorkshire.  
Somerset v. Kent.  
Northants v. Leicestershire.  
Notts v. Surrey.  
Warwick v. Derby.  
Gloucestershire v. Hampshire.  
GOLF—To-day and To-morrow—  
British Amateur Championship at Westward Ho.  
LAWN TENNIS—To-day—  
French International Championships (Continued).

### HONG KONG STOCK EXCHANGE.

#### Opening Daily Official Quotations 21st May, 1931.

STOCK	Buy.	Sell.	Sal.	Dom.	Fl.	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	...	...	2020	...	Dec.	Final 25 bonus 21 Mar. 31
Chartered Bank	...	...	...	12	Dec.	Final 25 bonus 21 Mar. 31
Mercantile Bk., A.B.	...	...	...	22	Dec.	Final 25 bonus 21 Mar. 31
Bank of Asia	...	...	...	12	Dec.	Final 25 bonus 21 Mar. 31
<b>Insurance.</b>						
Canton Ins.	...	...	1800	...	Dec.	Final 25 bonus 21 Mar. 31
Union Ins.	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
*China Underwriters	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
China Fire Ins.	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Fire Ins.	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Shipping.</b>						
Douglas	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Steamships	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Indo-China (Pref.)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Shell Transports	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Union Waterboats	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Mining.</b>						
Bongora	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Kailash Mining Ad. s/-	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Langkai (Single) ...	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
S'hai Exploration ...	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
*Rebo	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Venezuela Gold Fields	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & W. Docks	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
South Ch. Docks	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
*China Provident (old)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Hongkong	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
N. Engineering	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Shanghai Docks	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Land, Hotels &amp; Buildings.</b>						
*H. K. & S. Hotels	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Lands	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Shanghai Lands	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Humphreys (old)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Realities	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Chinese Estates	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Cotton Mills.</b>						
*Ewo Cotton	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Shanghai Cotton	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Zwoig Sings	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Public Utilities.</b>						
*H. K. Tramways	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Peak Tram (old)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Star Ferries	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
*China Light	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Electric	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Macao	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Sandakan Light	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Tels. fully paid	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
China Buses	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
S'pore Traction (Ord.)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Industrials.</b>						
China Sugar	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Malayan Sugars	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Cald. Mag. Ord.	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Canton Ice	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
*Cement (com.)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Ropes	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Stores, &amp;c.</b>						
Dairy Farms	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Watsons	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Der A Wings	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Lanc Crawfords	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Mackintosh	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Sincere	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Wm. Powells	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
<b>Miscellaneous.</b>						
H. K. Amusement (old)	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
Ch. Entertainment	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Construction	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. Ind. O.S. Bonds	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31
H. K. Govt. Loans	...	...	...	...	Dec.	Final 25 bonus 21 Mar. 31

\*Speculative shares. \*Sales to Shanghai.

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Tasteful re-designing of the body, particularly at the front end and the lengthening of the wheelbase from 107 inches to 109 inches, with a number of mechanical alterations to increase the usefulness of the vehicle marks the 1931 Chevrolet quality line.

The key-note of the changes was observed by a special representative who visited the palatial showrooms of the Singapore Agents, the Borneo-Chevrolet Ltd., on the occasion of the opening display.

In producing the 1931 Chevrolet the single purpose has been to make a car of such quality and refinement that its superiority will be plainly visible. Each year has marked a definite advance in the Chevrolet car but 1931 incorporates improvements quite beyond the expectations of everybody.

The new models offer a maximum comfort for their size and weight with a compactness that makes a flexible, easily handled conveyance. Three Models.

The new range for 1931 includes three standard models. The Sport Phaeton, the Special Sedan and the de Luxe Roadster. The Phaeton has as standard equipment five wire wheels, with the spare mounted in the fender well, luggage carrier and bumpers, chromium plated headlamps and head lamp bar, chromium plated cowl lamps, windshield and side pillars. The de Luxe Roadster and Special Sedan in addition to the above equipment come with a chromium plated radiator grill and six wire wheels.

Numerous changes and improvements derived from experience in building over 2,000,000 units of the

Chevrolet six have been incorporated in the 1931 series.

Fundamentally the new models embody the same basic features which have enabled the Chevrolet Six to achieve a popularity exceeding the Chevrolet former four cylinder model and four times as great as many other six cylinder cars ever produced.

However, the many improvements and refinements which have been made this year definitely increase the smartness, performance, safety and durability of the entire production.

## Longer Wheelbase.

The wheelbase has been lengthened two inches. The Fisher bodies are larger, roomier and greatly improved in upholstery and general finish. The front compartment has been fully insulated. Steering has been made easier and the transmission operates quietly and with greater smoothness. Rustless chromium plate has been used generously on exposed bright parts.

Lengthening the wheelbase to 109 inches has enabled Fisher engineers greatly to improve the beauty of the Chevrolet bodies. The car presents a lower, longer, better balanced silhouette. Better proportion and further streamlining of the roof endow Chevrolet with the finest lines in the Chevrolet history. The car has character and distinction never before achieved in the low price class. The general ensemble is striking, smart and Chevrolet's eye appeal is bound to win a host of new friends during the coming year.

The bonnet is longer with a higher crown in the upper panels. The side hood hinges have been raised to coincide with the body moulding and this moulding is continued on through the bonnet at the hinge line, the moulding being so designed that it conceals the hinges.

## Better Vision.

An outstanding feature of the new bodies is the better vision made possible from the driver's seat by slightly lowering the seat and raising the header bar which runs across the top of the windshield. A further aid to clear vision for the driver is the new narrow stamped pillar at the end of the windshield which augments the safety provisions of the bar. All body mouldings are pressed integral with the body panels, thus eliminating all separately applied mouldings with their consequent difficulties. The drip moulding also is pressed integral with the roof panels. This method of construction eliminates the inevitable rust streaks and chipping of paint which result when the moulding is separately applied.

An improved rear end appearance is achieved by a newly designed panel concealing the rear cross member and the petrol tank. The black enamelled panel is set off by a large chrome plated filler cap on the tank.

The Touring car this year comes equipped with carpet mat on the floor of the rear compartment, a foot rest and a very attractive robe strap, covered with the same material as the trim. The trim itself is of the finest quality imitation leather material and is duted. The seats and cushions are well padded to provide extra comfort for the passengers.

Many improvements have been made in the engine and chassis of

the new model. The new famous valve in head six cylinder engine which Chevrolet introduced in 1928 is retained in the new car in all its fundamentals although it has been refined for greater rigidity, smoothness and durability.

The strength of the crankshaft has been increased by the addition of metal in the short arms which results in greater engine smoothness. The harmonic balancer, added during the 1930 season, has been simplified in design for the more effective damping of vibration at the critical speed of the crankshaft.

Other improvements in the engine include a re-designed clutch housing with the closure at the bottom effected through three separately removable pieces instead of one for easier access for adjustment or inspection and cooler running. A new rubber cover over the carburetor accelerator pump excludes water from the pump cylinder. A new leak-proof valve rocker cover for the top of the engine, greater pressure of piston rings against the cylinder walls to assure more effective sealing against leaks, re-designed valve push rods with the spherical socket made integral with the rod to eliminate the extra joint with its consequent possibility of wear and noise and improved water pump for greater durability, valve springs of variable pitch, assuring tight closure of valves and elimination of spring vibration, a copper mesh air cleaner and flame arrester instead of a centrifugal cleaner and a new type of crankcase ventilator, combined with the oil filler and provided with an oil separator which drains off engine fumes through the underpan instead of through the carburetor as formerly.

Refinements in design contribute materially to smoother operation and longer life of the clutch. Moulded clutch facings replace the woven type, the clutch pilot bearing instead of a bronze bushing and a spherical pivot replaces the yoke bracket and pin at the clutch fork mounting.

The cumulative effect of the improvements in the new model, which extend to every fundamental part of the chassis and body mean a safer, longer lasting, better performing and a very much smarter car.

## THREE GENERATIONS.

Pre-war commercial vehicles are becoming rare, and it is rather handsome compliment to any manufacturer to be informed that a vehicle of pre-war vintage is still going strong, and is fit for yet another year or two's service.

There is, however, a surprisingly large number of old Leylands in service, and quite a large proportion of these are Overseas, where conditions are admittedly against longevity.

The Pretoria Municipality, who recently ordered a fleet of the latest type of Leyland Lionesse, have three generations of Leylands in service, the first being a 1912 type 50-cwt., which is used as a tower wagon; the second, a 1921 type, omnibus, and the third, a 1931 type Lionesse omnibus. These three vehicles were recently photographed together, and it is rather interesting to compare the changes that have taken place in the design of commercial vehicles during the last two decades.

## MORE CAR RECORDS

British Triumph at  
Monthery.

Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car.

The record attempt was run on the Monthery track within a few miles of Paris, and the car was a 10 h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

Nevertheless, the little all-British Singer obtained world's records in Class F, covering 4,000 kilometres at 55.8 m.p.h. and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running.

Cabing their progress, Mr. Eyston outlined the difficulties he and his fellow drivers were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense, and to make matters worse the track became ice-bound.

"Never experienced such arduous conditions. Heavy snow storm, but car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours' driving were required.

The feat is all the more meritorious in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

## AUTOMATIC JACK.

Operated from Inside  
Car.

An automatic jack, which is operated from the driver's seat, made its appearance on the French market recently. It consists of two pairs of telescopic hydraulic jacks attached to the front and rear axles, and operated by a pump put into motion by means of the vacuum in the intake pipe. The four jacks are comparatively small cylinders, attached to the axles by means of clips, in somewhat the same way as springs are attached, and, when closed are usually several inches higher than the lowest part of the chassis. The induction pipe is tapped at a suitable point, and a connection made to a distributor unit, mounted on the dashboard or the instrument board. With the engine throttled down and considerable vacuum existing in the induction pipe, a suction is created in the compressor mounted on some suitable part of the chassis, and the oil is delivered to the pump and sent under pressure to the four jacks.

## STORY OF TRIPLEX.

Glass Compulsory on  
Windscreens.

Hidden away amongst the multitude of wordy clauses in the Regulations concerning the Construction and Use of Motor Vehicles, issued by the Ministry of Transport in Great Britain recently, is one which makes safety-glass compulsory on the windscreens and front windows of all vehicles, except the top decks of buses.

Motorists may be forgiven if they have not noticed the clause, because for several years now Tripex has been a commonplace on private cars and to-day the phrase "Tripex all round" is a sine qua non of even the cheapest motor car specification.

The story behind this state of affairs is an exceptionally interesting one. It was in 1912 that Mr. Reginald Delpech introduced safety-glass to Britain and founded the Tripex Safety Glass Company. He had an uphill fight, however, for the open car was the order of the day and saloons were almost unknown.

Then came the war, and the demand for Tripex for the Navy, Army, Air Force and even ammunition factories, was enormous. By 1918 the output had risen to an annual rate of approximately 120,000 square feet, but after the Armistice it naturally declined. The growth of the closed type of car augured well for the future, but recovery was confessedly slow. Then, on March 31, 1927, Mr. Henry Ford had a motor accident. Mr. Delpech cabled him in hospital, as follows:—"Regret to hear of your accident. Trust you have not been cut by broken glass. Fit Tripex and be safe. Tripex, London."

Now, Mr. Henry Ford has never been slow to appreciate the possibilities of a new proposition. Seven months later he signed a contract for the standardisation of Tripex on all Ford cars in America. Within a few months it was obtainable as a standard extra on many of the more important British makes. The tide had turned. It could not be long before some manufacturers fitted it as standard. In actual fact the first British concern to do so on all models was the Riley Company in October, 1928.

Other manufacturers followed suit, and the result was soon such a demand for Tripex that the old works at Willesden were unable to cope with it and great new works at King's Norton were purchased and equipped. To-day there is hardly a make of car on the market that has not "Tripex all round" in the standard specification. In 1930 the output was approximately 2,000,000 square feet.

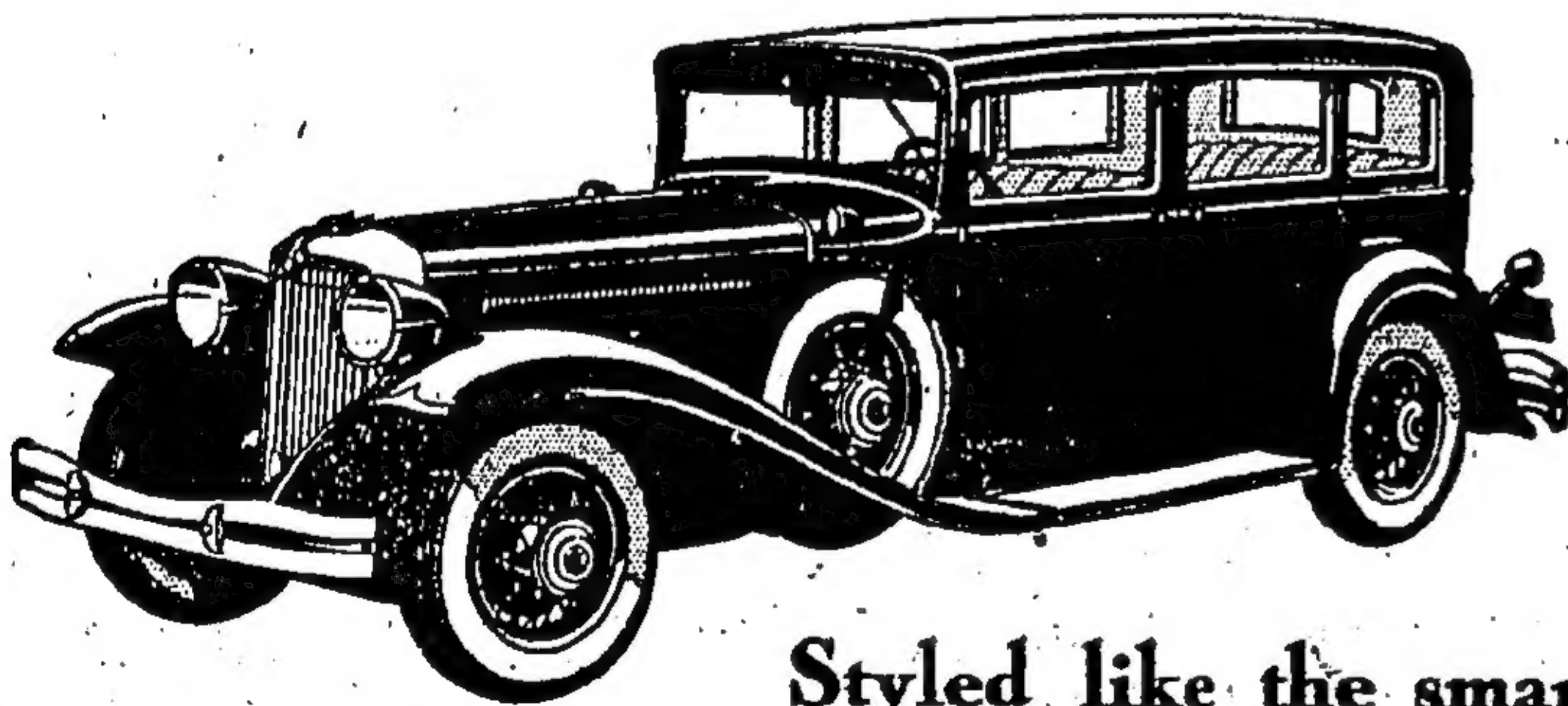
After eighteen years of uphill fight, safety glass has been recognised by legislators and is made compulsory. This is possibly the greatest tribute that has ever been paid to a single manufacturer, and it may fairly be claimed that Mr. Delpech has done more than any single man in this country to promote the safety of the motoring public.

## ARRIVING SHORTLY SEE THIS CAR BEFORE YOU BUY



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Chrysler Eights—a Big Car—with Big Power

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A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

car, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

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## BUS ACCOMMODATIONS FOR EVERY PURSE



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Motor Cycles  
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Bicycles.

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SINCERE'S



## AROUND THE WORLD

## Britons' 221-Day Journey.

On April 24, 1930, two young Britons, Mr. C. E. Shipman and Mr. J. B. Dixon, left Coventry for a tour round the world in a nine-horse-power car, an 18,000-mile journey.

The car was equipped with special coach-work, mounted on a chassis standard in every way, except for additional petrol tanks and large road wheel, with rear axle gearing to suit. The coachwork incorporated several items of interest, such as the provision for carrying the very complete tool kit in the doors, commodious and comfortable sleeping accommodation, with mosquito protection, and copper water tanks.

Leaving Liverpool on the liner Duchess of Bedford, the two men landed at Quebec, and proceeded via Toronto, Detroit, Chicago, Omaha, and Salt Lake City, to San Francisco. Here they turned north to Vancouver and British Columbia; south again to Los Angeles and San Diego, and back once more to San Francisco, whence they shipped for New Zealand, via Honolulu and the Fiji Islands.

After touring the North Island they embarked at Wellington for Australia. They landed at Sydney, and drove to Melbourne and Adelaide, which was the starting point for the very gruelling trans-continental trip to Perth. They then took a boat for Sourabaya, toured Java, and crossed from Batavia to Singapore.

The next overland section led them to Penang, whence they shipped for Colombo. After a few days in Ceylon they decided to travel through India. There they were much hindered by swollen streams, which made fords impassable, but once they reached Madras the remainder of the Indian trip was plain sailing, for they enjoyed a non-stop run of 957 miles to Bombay, unofficially breaking the record for this section.

Shipping to Basra, they followed the Tigris Valley to Baghdad, whence they branched off for Teheran, in Persia. They then returned to Baghdad and joined a convoy—most necessary for safety in that part of the world—across the Syrian Desert to Damascus.

From Damascus a good road led them to Beirut, whence they embarked for Brindisi. After touring Italy, France, Austria, Hungary, Germany and Belgium they returned

to Britain, reaching London on December 2.

This world tour has created immense interest in each of the many countries which have been traversed. Whilst the two young adventurers must undoubtedly have enjoyed it, it was far from a pleasure trip pure and simple. Appalling surfaces and most arduous conditions have been encountered, and the mileage covered has been enormous—approximately 18,000 miles; yet at the same time the trip has been one of the fastest world tours on record.

## ALBIONS v. THE REST.

That Albions have a way of triumphing over circumstances was clearly shown when the two 4-tonners recently purchased by Clyde Cargo Steamers, Ltd., for their "Glasgow-West Highland" road service went on their acceptance test over "Rest and be Thankful." The two chief snags were:—

(1) The "Rest" was covered with deep snow.

(2) The date was Friday, the 13th.

Possibly, however, the snow had something to do with turning "black Friday" into one of a much paler shade, for the only stop was caused by a touring car, the driver of which endeavoured to climb the hill without chains, and after getting up part of the way, began to slip back. The only other car seen on the hill was a small six-wheeler which had stuck completely.

Chains were fitted at the foot of the "Small Rest" and the two Albions with their full loads of test weights, climbed steadily to the top. Needless to say, the representatives of Messrs. Clyde Cargo Steamers, Ltd., were satisfied.

So, in spite of the crookedness of the opposition (for no one could call "the Rest" straight)—Albions were on top.

## MUD-SPLASHER FINED.

Pedestrians who received a mud bath when a chauffeur drove his truck through a puddle of water next to the kerbstone in a Berlin street filed a complaint, and the chauffeur was summoned to court. The evidence showed that he had plenty of room to turn out and avoid the puddle, and the court imposed a fine of three marks. Similar decisions have been rendered also by Bavarian courts.

## AMBULANCES.

## A Hospital's Transport Fleet.

The numerous incidental activities of a Hospital are usually overlooked by the general public, greater attention of necessity being paid to the humane work which is being carried on.

It may, therefore, be a surprise to many people to know that there is only one hospital in existence which possesses its own transport fleet. This is the Seamen's Hospital Society, whose head branch is at Greenwich, but who control seven other hospitals which deal with over 33,000 patients of at least 68 nationalities every year.

It is said that at the Seamen's Hospital for tropical diseases in London, no sailor is surprised to meet an acquaintance whom he expected to be at the other end of the world, and this serves to show how universal are the activities of this remarkable hospital.

As already indicated, the Seamen's Hospital operate a small fleet of motor vehicles, one fitted with a convertible ambulance body, another with a laundry van body and yet another which is used as a runabout van. The first three cars are Guy vehicles which were delivered in 1923, whilst the runabout van is an Austin 12 h.p. vehicle, delivered in 1924.

Three drivers are regularly employed and carry out between them all the necessary work, including running repairs. A proof of the efficiency of the drivers and of the vehicles is furnished by the fact that although the four vehicles cover an aggregate mileage of over 24,000 in a year, the total all-in cost is under £1,000, whereas the contract rate for hiring one ambulance is often as much as £600 over a similar period.

It is interesting, as illustrative of the work these ambulances do, that on a recent occasion when there was a serious outbreak of Malaria on an incoming P. & O. boat, 26 patients were successfully collected from the Albert Docks and placed safely in bed at the Dreadnought Hospital, within the space of one and a half hours. In addition to working with the London Docks the ambulances are also called upon to take off patients at Tilbury. The laundry van is continually running between the branch of the Albert Dock Hospital, where the laundry is situated and the seven other branches, whilst the vans are engaged in transporting food from one branch to another.

## "DRAIN—FLUSH—RE-FILL."

The motorist to-day has been so well educated as to the desirability of draining the used oil from his crankcase and replenishing with fresh oil that the phrase "Drain, Flush and Re-Fill" has almost passed into everyday use.

In many cases, however, the benefit derived from the insertion of fresh oil is to a large degree marred by inefficient flushing. At one time it was believed that the best way of flushing was to swirl paraffin through the engine, in order to remove sludge and dirt from the oil-passages and interior of the crankcase.

It is now known, however, that although it may remove foreign matter, paraffin itself has a detrimental effect on the engine. For one thing, it actually rusts the metal; for another, it tends to clog the small oil-ways, etc., and to prevent the new oil from entering them. The resulting damage, of course, is incalculable.

The failure of paraffin to perform the work has led to the introduction of a fluid known as flushing oil. Various makes of this are available, and most garages keep it in bulk for use on customers' cars; one firm, also, for the convenience of owner drivers, is retailing it in tins.

To use a flushing oil, drain the crankcase—when the engine is warm so that the oil flows more readily—and re-place the plug. Pour in the necessary quantity of flushing oil and start up the engine, allowing it to idle for a short time; this will do no harm for the flushing oil is a lubricant as well as a cleanser. Then drain the sump once more and the engine will be spotlessly clean and ready for the new lubricant.

## GUY TROLLEY BUSES.

The unprecedented growth which has taken place during the last few months in the use of Electric Trolley Buses to replace Trams can no doubt be attributed to a large extent to the excellent system employed by Guy Motors, Ltd.

Already, in 1931, Guy Motors have received repeat orders from Wolverhampton Corporation for eight six-wheel double-deck trolley buses, from the South Lancashire Transport Co. for twenty six-wheel double-deck trolley buses, whilst other fleets are being put into service in South Africa and Japan.

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

# The BUICK 8

The Eights with Buick's Prestige

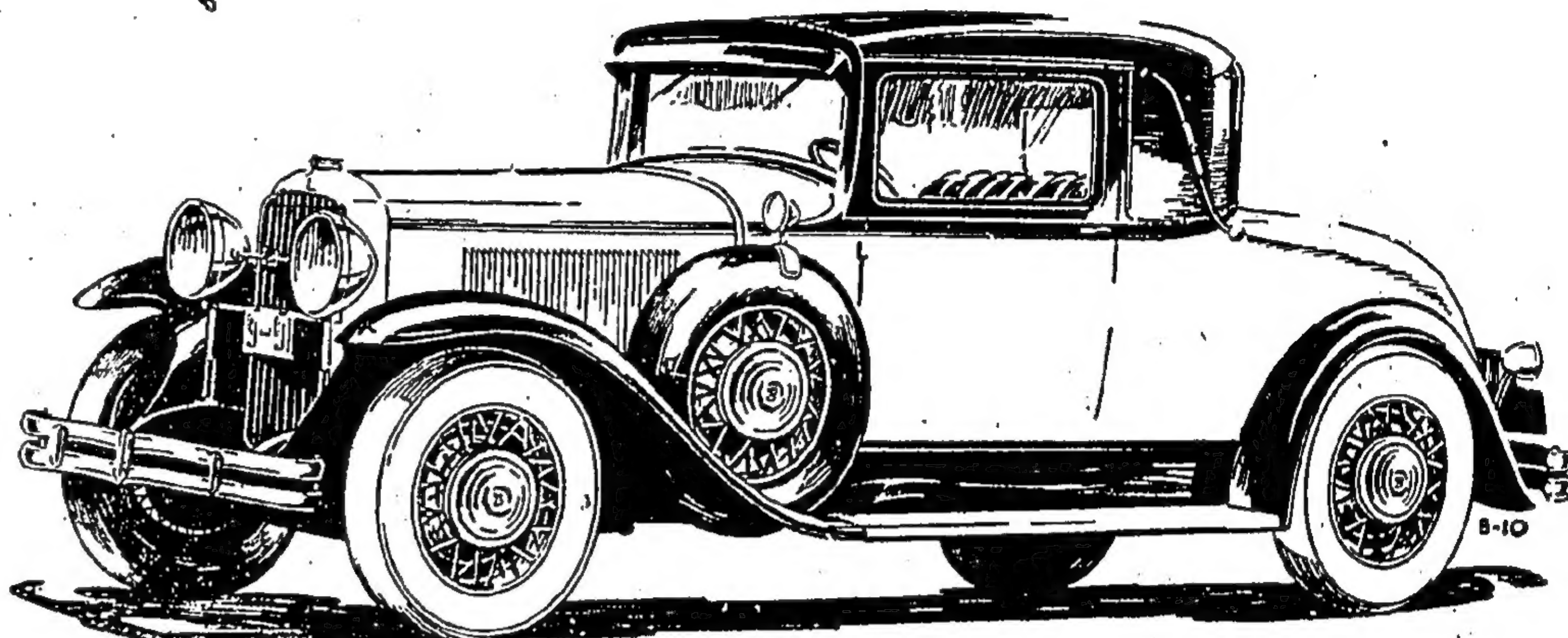
No matter which model or series you choose—you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality, from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

114" Wheelbase Buick Models H.K.\$6,955 to H.K.\$ 7,525  
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## 4 MORE RECORDS.

## M. G. Midget Exceeds 103 M.P.H.

When "Baby" cars were first marketed a few years ago, their staunchest adherents would scarcely have prophesied that by 1931 they would be capable of records. Yet that they are so capable has just been proved at the Montlhéry track, near Paris.

Driving an M. G. Midget, Mr. G. E. T. Eyston recently broke four world's records at speeds varying from 101.8 to 103.1 m.p.h. He thus has the honour of being the first man to attain 100 m.p.h. on a "Baby" car.

The actual speeds, subject to confirmation, were as follows:—5 kilometres, 103.13 m.p.h.; 5 miles, 102.76 m.p.h.; 10 kilometres, 102.43 m.p.h.; 10 miles, 101.87 m.p.h. The performance is the more remarkable in that, it is stated, the air pressure on the petrol feed caused leaks, so that the driver was forced to use the hand pump continually. Mr. Eyston used Wakefield "Castrol" oil, and the car, which is the property of a private enthusiast, Mr. J. A. Palmes, is the same one with which speeds of from 96 to 97 m.p.h. were attained a few days earlier.

## DUST AND DAMAGE.

Dust and mud, of course, are the bugbears of the motorist who takes a pride in his car's appearance. The work of hours' washing and polishing may be ruined in an afternoon, and once again, he must resort to hosepipe or patent cleaner.

Let him take heart, though. If dust is annoying and troublesome to him, it is far more so to those who make his safety glass. He, at least, can wash it off, but if a speck of dust gets into the glass-celluloid sandwich of his Triplex during manufacture, that pane of glass, with all its cost of labour, is scrapped!

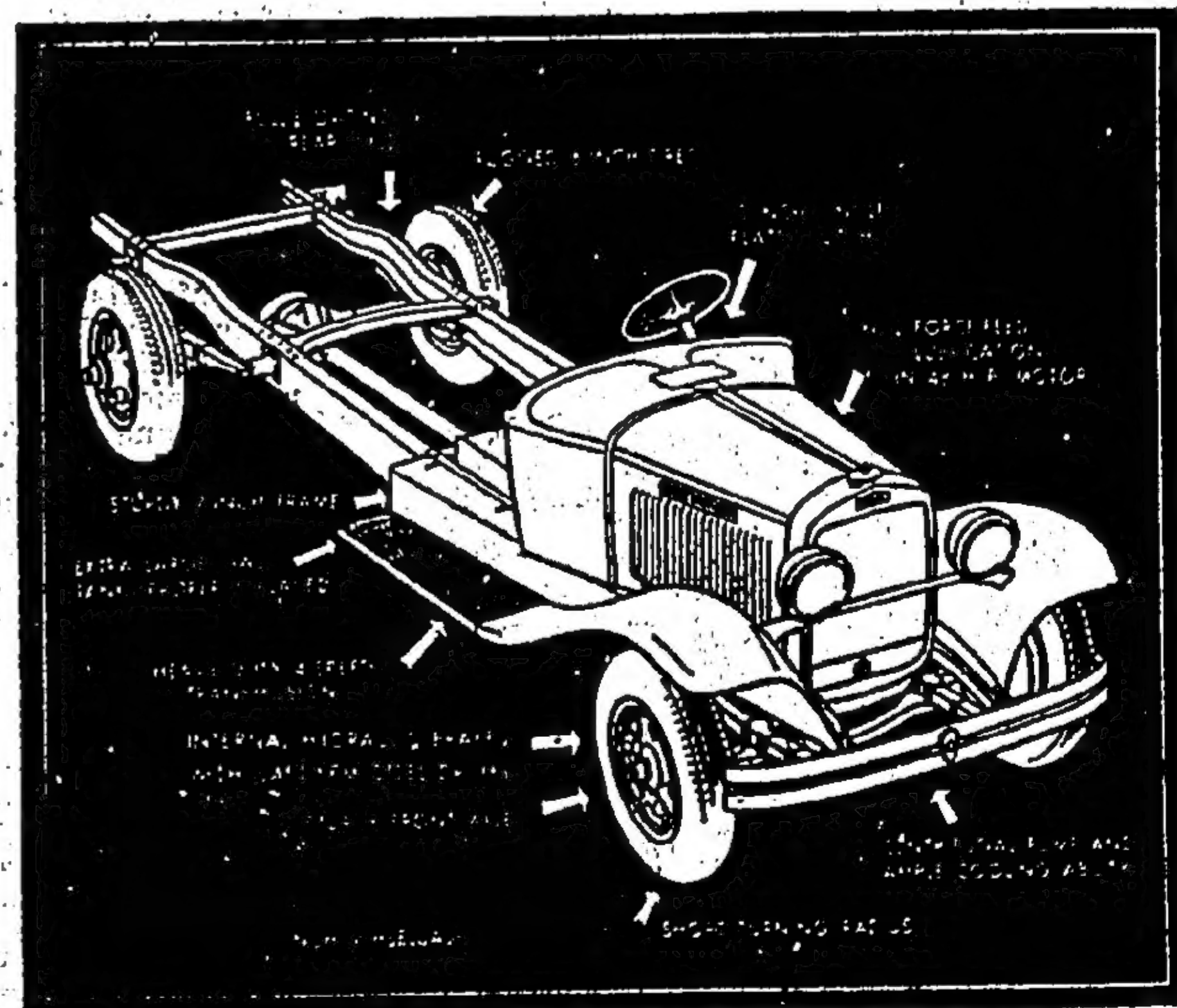
The "heart" of a piece of Triplex is undeniably the very purest thing in the world. It is washed, scrubbed and polished continually throughout its manufacture and is also rigidly examined by experts from time to time. These experts do not mind getting finger-prints; they concern themselves with the cleanliness of the innermost parts. Water can wash the outside of the glass, but all the dirt in the world cannot remove interior blemishes. For this reason, of course, the Triplex factory is essence of cleanliness.

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## STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

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## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

## MOTOR TRUCKS AND TRACTORS.

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DODGE.—South China Motor Car Co., 33, Des Voeux Road, C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

## MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.S.) Ltd., Asiatic Bldg.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley & Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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Fourth Moon, 5th Day.

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REGULAR AND FAST  
FREIGHT AND  
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"CALOCHAS" 28th May For Port Said, Marseilles, Casablanca  
London, Rotterdam, Hamburg and Hull  
"SARPEDON" 10th June For Port Said, Marseilles, London,  
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### LIVERPOOL SERVICE.

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### PACIFIC SERVICE.

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"MERIONES" Due 21st May For Shanghai, Tientsin, Yokohama  
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## WAR PREPARATION IN PROGRESS.

Plans Drawn Up Already  
in Canton.

### EXPEDITION AGAINST CHIANG.

Canton, Yesterday.  
With the arrival of the Ironside and Kwangsi Generals, an important military conference will be held at Canton soon. General Tsai Ting-kai of the 60th Division is reported to be on his way back to Canton with the object of participating in the deliberations. Following the conference, the allied forces will launch a punitive expedition against Chiang Kai-shek, according to plans drawn up.

General Pei Hsueh-shan declared that Kwangsi alone can mobilise 50,000 men for the campaign and these will make Changsha, the capital of Hunan, as their objective. The Ironside-Kwangsi forces are heretofore known as the 1st Army Corps, comprising troops belonging to the Ironsides, under General Chang Fat-kuei; to Hunan, under General Tang Seng-ming; and to Kwangsi under General Li Chung-yeu.

General Tang Seng-chi. The officers and soldiers of the Hunan troops under Generals Chow Lan and Tang Seng-ming have sent a wire to General Tang Seng-chi, inviting him again to take command of the Hunan troops now in Kwangsi, known as the 8th Army.

General Tang Seng-chi rendered valuable services in the Northern Expedition. He commanded the 1st Division in Hunan, having combined with the Northern Expedition forces for the overthrow of Chao Heng-tieh, the then Military Governor of Hunan. Wu Pei-fu and Sun Chuan-fung. He is another who is noted for great courage and quick decision in the field of battle. He has been living a life of retirement in Hong Kong after attempting to overthrow Chiang Kai-shek in last year's campaign. Many of the present Generals in Hunan, Hupeh and Kwangsi are his old followers, so that when he comes out openly to take part in the anti-Chiang movement, it is thought that many troops now under Chiang will turn over to his side.

Mr. Wang Ching-wei. All eyes are now focused on the movement of Mr. Wang Ching-wei, the veteran Kuomintang leader, whose arrival at Canton will mark the formation of a new Military Government in the South. According to authentic reports, Mr. Wang will visit Canton to assist in the inauguration of the new Government after the Ironside-Kwangsi Generals, Chang Fat-kuei and Pei Hsueh-shan, have conferred with General Chan Chai-tong on military affairs. It is anticipated that Mr. Wang will be in Canton within this week.

Mr. Hsiao Fat-cheng. Mr. Hsiao Fat-cheng, one of the four Central Supervisory Committee members who issued the anti-Chiang manifesto, is expected in Hong Kong to-day from Amoy and immediately upon arrival will come to Canton.

Shih Yu-san on Canton Side. General Shih Yu-san is reliably reported to have thrown his lot with Canton and allies against Chiang Kai-shek. General Shih has concentrated his forces at Changsha, detaining every rolling stock within his jurisdiction, so that train service in the northern section of the Peiping-Hankow line has been suspended since the 17th.

It is strongly current that the allied forces in the North, including those under Shih Yu-san, Sun Tien-

## FATAL LANDSLIDE.

MINIATURE MOUNTAIN OF  
DEBRIS.

### GENERAL KILLED.

Tours, Yesterday.  
Hope that one or more of a number of persons entombed in a serious landslide, which occurred yesterday, may be miraculously recovered alive, has been encouraged this morning, after a rescue party, at the peril of their own lives, worked in drenching rain all night long in removing a miniature mountain of debris.

They heard a woman's voice, and the workers are now redoubling their energy, watched and cheered on by Mrs. Dunlap.

It has been ascertained that General Dundas was buried in the landslide when attempting to rescue a woman who was trapped in a cave.

### Rescued Alive.

Later.  
Mrs. Briant, who was one of three persons entombed, has been rescued alive, but her left leg was crushed and has had to be amputated, her condition being very grave. The body of General Dundas has been extricated, dreadfully crushed. The corpse of Mr. Briant is visible under a rock.—Reuter.

## REDS' OUTRAGE.

BISHOP AND FOUR PRIESTS  
CAPTURED.

### THREE CHINESE KILLED.

Peking, Yesterday.  
The Apostolic Delegation here has received a telegram from Luohokow, in Hupeh province, stating that Communists invaded the Catholic Mission at Chayuen-kow, near Luohokow, and killed three Chinese priests.

They also dispersed the people at the seminary, and carried off Bishop Ricci and Fathers Checencel, Lazzeri, Maggini and Santini.—Reuter.

ying and Sung Chih-yuan have elected Feng Yu-hsiang as Commander-in-Chief in the coming anti-Chiang expedition. Generals of the Northern provinces are busily engaged in defensive measures.

Shansi Troops Moving. The Shansi troops under General Peng Peng-tze, having pledged their allegiance with those under the Kuomintang, are now moving from Liang-tse-Kuan Pass toward Cheng Ching. Reports are to the effect that General Yen Hsi-shan, the bitter enemy of Chiang Kai-shek, has commissioned his personal representatives from Dairen to Shansi on an important mission regarding the present situation. On this account, General Shang Chen, the Shansi Chairman, suddenly left Peking for Shansi last week-end.

Shantung General. The Shantung General Ma Hsueh-kwei, son of the Mohammedan General Ma Fu-hsiang, who has a command of over 20,000 strong in the southern sector of Shantung, has declared his support to the anti-Chiang movement. Defensive measures are being adopted around the area of Taining.

Hunan Situation Precarious. That the situation in Hunan has become very precarious, is evidenced by the wire sent to Ho Chien in Nanking by the Acting Chairman Sung Hsueh-kun, who stated in his telegram that many generals in the province have shown their sympathy towards Canton and that Ho Chien is requested to return to Changsha immediately to deal with the present situation. He is now conferring with Chiang on the question of reinforcements, without which he dare not return to Hunan, reports the Canton Gazette.

## NEW SURGICAL INVENTION.

The Camera White  
Light.

### X-RAY SURPASSED.

Dr. G. E. Mason, who recently arrived for a short stay in the Colony, is demonstrating a new surgical invention, which has been perfected after years of research, known as the Cameron Electro-Diagnoset. The instrument, it is claimed, produces a cool, white ray of light, by which the soft tissues of the body can be examined in detail. It is the invention of Dr. W. J. Cameron, a Scottish research physician in Chicago, and is already in use by more than 160,000 doctors in the United States and Britain.

A China Mail representative was privileged to obtain a private (and non-technical) demonstration of the Cameron light. Connected to the ordinary lamp socket, in conjunction with a special apparatus devised by Dr. Steinmetz, lately research expert of the General Electric Company at Schenectady, New York, the tissues surrounding the teeth, sinuses, the eyes and ears, were clearly exposed.

Better Than X-Ray. Dr. Mason explained that the white light ray is in no sense an X-Ray process; in fact, it surpasses the X-ray in the sense that it is possible to detect defects in tissue structure, whereas the operation of the X-ray is confined to the observation of the bones of the body. The Cameron ray has been of particular value in the study of cancer in the breast, and Dr. Mason produced a series of striking photographs from the official organ of the American College of Surgeons in proof of his contentions. Dr. Mason also demonstrated the practical value of the white ray in examining conditions of the eye and the ear-drum, and in addition, showed the worth of the perfected invention in seeing through the tissue of the hands. In abdominal diagnosis, he said, the new ray had proved of the greatest value, as it was perfectly cool, and allowed the examination of infections to be carried out with complete safety and security.

Widespread Interest. The apparatus has been the object of much interest amongst dentists and physicians throughout the Far East. Dr. Mason lectured before the Rotary Club of Tientsin on the subject, and also addressed the Shanghai Medical Society. It is also understood that one of the sets was taken, together with a specially designed generator, on a North Polar flight, and proved invaluable.

The work of the Cameron light in investigation of blood vessels has also called forth unanimous approval from the medical fraternity. It is claimed for the light that it is possible to detect symptoms of Bright's disease at least 12 or 18 months before the sufferer feels actual pain or discomfort.

Dr. Mason is demonstrating the light to interested members of the local medical fraternity, to whom he will lecture in the course of the next few days.

### SILENCE NOT GOLDEN.

Chicago, May 18.  
Silence may be golden, but it does not appeal to Mrs. Valentine Weber. She filed a suit for a separate maintenance yesterday, alleging that her husband had not spoken to her during the last four years, except on one occasion, the exception, she related, was when they were on a fishing trip, and he used strong language because she allowed a fish to wriggle off her hook.—American Wireless.

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